

AIRCRAFT ACCIDENT PACKAGE

ZDC-ARTCC-212

AAL77, B757

SEPTEMBER 11, 2001, 1338 UTC

DESTROY: MARCH 11, 2004

ZDC-ARTCC-212  
AAL77

SECTION 1  
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ZDC-ARTCC-212  
AAL77

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AAL77

**SECTION 2**

**FAA Form 8020-6, Report of Aircraft Accident  
FAA Form 8020-6-1, Report of Aircraft Accident (Continuation  
Sheet)**



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

## REPORT OF AIRCRAFT ACCIDENT

REPORT DATE


December 10, 2001

REPORT NO.

ZDC-ARTCC-212

NAME OF REPORTING FACILITY

Washington (ZDC) ARTCC

1. AIRCRAFT TYPE AND IDENTIFICATION Boeing. (B752) AAL77		2. DATE/TIME OF ACCIDENT (GMT) September 11, 2001 1338 UTC		3. LOCATION OF ACCIDENT Washington, DC						
4. NATURE OF ACCIDENT Terrorist Attack		5. TYPE OF FLIGHT IFR								
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNIN- JURED	IN- JURED	FATAL- ITY				
	UNKNOWN									
7. PASSENGER DATA (If available, list names, addresses, extent of injuries, and other information on continuation sheet.)			NUMBER ABOARD AIRCRAFT	UNK	NUMBER UNIN- JURED	UNK	NUMBER INJURED	UNK	NUMBER FATAL- ITIES	UNK
8. AIRCRAFT DAMAGE DESTROYED			9. PROPERTY DAMAGE UNKNOWN							
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal										
CONDITIONS IN ACCIDENT AREA AT TIME OF ACCIDENT METAR Reagan National - 0851 EST: wind three four zero at nine visibility ten sky clear temperature two three dew point one four altimeter three zero two three										
REPORT JUST PRIOR TO ACCIDENT METAR Reagan National - 0851 EST: wind three four zero at nine visibility ten sky clear temperature two three dew point one four altimeter three zero two three					DATE/TIME 09/11/01 1251 UTC					
FIRST REPORT SUBSEQUENT TO ACCIDENT METAR Reagan National - 0951 EST: wind three two zero at eight visibility at four haze sky clear temperature two four dew point one four altimeter three zero two two					DATE/TIME 09/11/01 1351 UTC					
NAME		FACILITY		OPERATING POSITION		CHECK IF EYEWITNESS				
Carl Finkbeiner		*(FC)		ZDC-ARTCC		R05				
Richard Wallace		(WZ)		ZDC-ARTCC		D05				
Gregory Wojcik		(WO)		ZDC-ARTCC		D05				
Guy Stone		(YG)		ZDC-ARTCC		R03				
Mark Guzik		(PG)		ZDC-ARTCC		R03				
Tina Crouse		(TV)		ZDC-ARTCC		D03				
Rudolph Gayde		(GY)		ZID-ARTCC		HNN R				
Anthony Schifano		(AP)		ZID-ARTCC		HNN D				
* Operating Initials										
13. SIGNATURE OF FACILITY CHIEF 										
Luis A. Ramirez										

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE <b>September 28, 2001</b>	REPORT NO. <b>ZDC-ARTCC-212</b>
	NAME OF REPORTING FACILITY <b>Washington Dulles (IAD) ATCT</b>	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATS facilities, and emergency action taken.)

**September 11, 2001**

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

1212 – AAL77 called Ground Control West for taxi and was taxied to runway three zero.  
1216 – AAL77 called Local Control West ready for takeoff and was held short of runway three zero.  
1219 – AAL77 was cleared for takeoff runway three zero.  
1220 – AAL77 was turned left to heading two seven zero and told to contact departure. AAL77 is radar identified by North Departure and climbed to five thousand feet.  
1222 – AAL77 was climbed to eleven thousand feet.  
1223 – AAL77 was cleared direct Linden VOR and told to contact Dulles on one one eight point six seven. AAL77 reported on North High frequency and was climbed to one seven thousand.  
1225 – AAL77 was told to contact Washington Center.

No More Follows

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT</b> <small>(Continuation Sheet)</small>	<small>REPORT DATE</small> January 17, 2002	<small>REPORT NO.</small> ZDC-ARTCC-212
<small>NAME OF REPORTING FACILITY</small> Washington (ZDC) ARTCC		

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATS facilities, and emergency action taken.)

September 11, 2001

**ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED**

1225 – AAL77 checked on the Washington ARTCC (ZDC) Linden (R05) sector's frequency climbing out of 13,000 feet for 17,000 feet. R05 acknowledged and issued AAL77 a climb clearance to FL270.

1226 – AAL77 acknowledged for climb clearance.

1230 – AAL77 was issued a frequency change to 133.27.

1231 – AAL77 checked on the ZDC Moorefield (R03) sector's frequency climbing through FL251 for FL270. R03 acknowledged and issued AAL77 a climb clearance to FL290. AAL77 acknowledged.

1234 – AAL77 was instructed to turn twenty degrees to the right, vectors for his climb. AAL77 acknowledged.

1237 – AAL77 was recleared direct to Henderson and issued a climb clearance to FL390. AAL77 acknowledged for the clearance and subsequently requested FL350 as a final. R03 acknowledged and issued AAL77 an amended clearance to FL350.

1239 – Indianapolis ARTCC (ZID) called R03 and requested that AAL77 stop his climb at FL330. R03 then instructed AAL77 to amend his altitude to FL330. AAL77 acknowledged.

1240 – AAL77 was issued a frequency change to ZID on 120.27. AAL77 acknowledged.

12. ATS Personnel Involved Continued:

Charles Thomas	(CO)	ZID-ARTCC	HNN R
Richard Byard	(WZ)	ZID-ARTCC	CIC
Joseph Eisert	(EJ)	ZID-ARTCC	Dacos R
Theresa Adams	(ID)	ZID-ARTCC	Dacos RA
Jeffrey Phillips	(UA)	ZID-ARTCC	BTV R
Partricia Allison	(QC)	ZID-ARTCC	BTV RA
Randy Kath	(PM)	ZID-ARTCC	IMP R
Richard Beaman	(RX)	ZID-ARTCC	IMP R
Randy Kath	(PM)	ZID-ARTCC	IMP RC
Richard Beaman	(RX)	ZID-ARTCC	IMP RA
Sean Michael Richard Clements	(UP)	ZID-ARTCC	IMP RA
John Thomas	(TO)	ZID-ARTCC	OMIC
Linda Povinelli	(JP)	ZID-ARTCC	OSIC Area 3
Sally Weed	UNK	ZID-ARTCC	Support Manager Operations
Steven Harting	(SE)	ZID-ARTCC	TMU
Kevin Schott	(EK)	ZID-ARTCC	TMC
Stephen Lutomski	(SS)	ZID-ARTCC	STMC

No More Follows

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE December 4, 2001	REPORT NO. ZDC-ARTCC-212
	NAME OF REPORTING FACILITY INDIANAPOLIS ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT (Including control or other services provided by ATIS facilities, and emergency action taken.)

September 11, 2001

**ALL TIMES BELOW ARE COORINDATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED**

1240 - AAL77 was transferred from Washington ARTCC to Indianapolis ARTCC, Henderson Radar sector's (HNN-R) frequency, and reported level FL330. HNN-R acknowledged AAL77's initial call and instructed the flight to squawk code 3743. AAL77 acknowledged the code assignment.

1243 - HNN-R cleared AAL77 to climb and maintain FL350. AAL77 reported leaving FL330 for FL350.

1247 - HNN-R instructed AAL77 to turn 10 degrees right vectors for traffic. AAL77 acknowledged the turn.

1250 - HNN-R cleared AAL77 direct to Falmouth VOR (FLM). AAL77 acknowledged the clearance. HNN-R initiated a handoff to DACOS Radar sector (DAC-R). At this time AAL77 was level FL350 and the data block was in "flat track".

1256 - HNN-R made 3 calls to AAL77 during this minute (1256). None of the transmissions were acknowledged by AAL77.

1257 - HNN-R asked AAL77 for a radio check. AAL77 did not reply. HNN-R advised DAC-R that AAL77 appeared to turn toward the south; the aircraft's altitude was uncertain; the last clearance was to maintain FL350 and proceed direct FLM. DAC-R advised they would try to contact AAL77. AAL77's data block had gone into coast status.

1258 - HNN-R made 3 calls to AAL77 during this period (1258). AAL77 did not acknowledge any calls made to the flight.

1258 - DAC-R called AAL77. AAL77 did not acknowledge.

1259 - DAC-R transmitted to AAL77 and received no acknowledgment.

1300 - HNN-R called AAL77, no reply. AAL2493 called HNN-R and advised they had sent a message to dispatch to have AAL77 contact ZID on frequency 120.27. HNN-R advised AAL2493, that earlier they had AAL77 in radar coverage on the west side of their airspace. The flight's data block had gone into coast, then disappeared, and they no longer had radio contact with the aircraft.

1300 - DAC-R called AAL77. AAL77 did not acknowledge.

1303 - HNN-R attempted to contact AAL77 and received no acknowledgment.

NO MORE FOLLOWS

<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE November 13, 2001	REPORT NO ZDC-ARTCC-212
	NAME OF REPORTING FACILITY Washington National (DCA) ATCT	
1.4 CHRONOLOGICAL SUMMARY OF FLIGHT (including control or other services provided by ATIS facilities, and emergency action taken)		
September 11, 2001		
<p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p>		
1333 - IAD Controller advises DCA Controller on 462 line that there is a primary target 10 west of DCA heading for P56, fast moving. Subsequently, DCA has radar contact on fast moving target.		
1334 - DCA Tower Controllers visually observe the fast moving target, a B757, completing a right 360 turn, just south of the Pentagon. Subsequently, IAD Controller informs IAD Operations Supervisor, whom in turn advises the DCA Operations Supervisor. The DCA Operations Supervisor advised the United States Secret Service (USSS) via the "Hotline" of the aircraft.		
1336 - DCA instructs a military C130, GOPHR06, a scheduled flight off of Andrews Air Force Base, to intercept the aircraft and identify it. GOPHR06 reports a B757, low level and fast moving. USSS is advised.		
1338 - GOPHR06 reports that the B757 has crashed into the Pentagon.		
1339 - DCA Controller advises IAD Controller that the B757 crashed into the Pentagon.		
<p style="text-align: center;">No More Follows</p>		

ZDC-ARTCC-212  
AAL77

SECTION 3  
Certified Indexes  
Normal Service Statements



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: INFORMATION: Normal Service  
Statement; Reference Aircraft  
Accident; AAL77; Washington, D.C.;  
September 11, 2001  
From: Acting Manager, Dulles ATCT

Date: September 28, 2001

Reply to  
Attn. of:

To: Washington ARTCC

All services provided by Dulles ATCT were normal and there were  
no pertinent transmissions.

A handwritten signature in cursive script, reading "Sherelle T. Carper".

Sherelle T. Carper

Attachments  
Certified Index  
FAA Form 8020-6-1

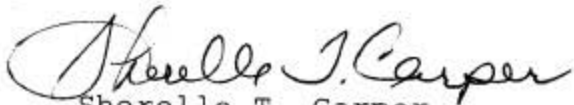
ZDC-ARTCC-212  
AAL77

CERTIFIED INDEX

September 28, 2001

I hereby certify that the following originals are on file  
in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Flight Progress Strip  
Personnel Logs  
Personnel Statements  
Original Voice Recording(s)  
Certified Cassette Rerecording(s)  
ARTS3A CDR Extraction  
Full Transcripts



Sherelle T. Carper  
Acting Air Traffic Manager  
Dulles ATCT



ZDC-ARTCC-212  
AAL77

CERTIFIED INDEX

December 10, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 8020-6  
FAA Form 8020-6-1  
FAA Form 7230-4  
Personnel Logs  
FAA Form 7230-10 and Automated SISO Data  
Flight Progress Strip  
Personnel Statements  
Original Voice Recordings  
Certified Cassette Rerecordings  
NTAP/DART Data  
SAR Tapes  
SATORI (on DAT Tape)  
Weather Products



Luis A. Ramirez  
Air Traffic Manager  
Washington ARTCC


ZDC-ARTCC-212  
AAL77

CERTIFIED INDEX

December 3, 2001

I hereby certify that the following copies of records are true copies of originals which are on file in this office.

FAA Form 7230-4  
FAA Form 8020-6-1  
Automated Sign-On/Sign-Off (SISO)  
Flight Progress Strips  
Personnel Logs  
Personnel Statements  
Partial Transcripts  
Original Voice Recordings(s)  
Certified Cassette Re-recording(s)  
DART  
NTAP(s)  
Automation (AOS) Flight Path Analysis AAL77  
SAR Tapes  
SATORI

  
Kathryn M. Hughes  
Assistant Air Traffic Manager  
Indianapolis ARTCC



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

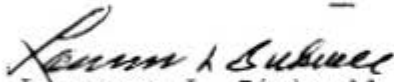
Subject: **INFORMATION**: Normal Services  
Statement; Reference Aircraft  
Accident; AAL77; Washington, DC;  
September 11, 2001  
From: Manager, Washington National ATCT,  
DCA-1

Date: November 13, 2001

Reply to  
Attn. of:

To: Washington ARTCC

All services provided by Washington National ATCT were normal and there were no pertinent transmissions.

  
Lawrence L. Bicknell

2 Attachments  
Certified Index  
FAA Form 8020-6-1

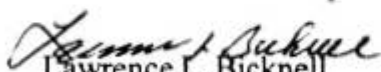
ZDC-ARTCC-212  
AAL77

Certified Index

November 13, 2001

I hereby certify that the following originals are on file in this office.

FAA Form 8020-6-1  
Personnel Statements  
Certified Rerecordings  
Original Digital Recordings from 09/10/01, 1200 UTC through 09/12/01 1200  
UTC  
Original ARTS Optical Disks from 09/10/01, 2258 UTC through 09/13/01, 0810  
UTC  
Partial Transcripts  
Certified Weather  
All Original Flight Progress Strips, 09/10/01 through 09/12/01  
Original DCA Daily Paperwork 09/10/01 and 09/11/01:  
    FAA Form 7230-4, Daily Record of Facility Operation  
    FAA Form 7230-4, TMC Daily Record of Facility Operation  
    DCA Traffic Count Forms  
    Operational Briefing Worksheet  
    Tower/TRACON Watch Checklist  
    DCA Form 3120.10, Premium Pay Worksheet  
    FAA Form 7230-10, Position Logs  
    FAA Form 7230-4, Personnel Log

  
Lawrence L. Bicknell  
Air Traffic Manager  
Washington National ATCT

ZDC-ARTCC-212  
AAL77

SECTION 4  
FAA Form 7230-4  
Daily Record of Facility Operation

EDC-ARTCC-212  
AAL77


Daily Record of Facility Operation						Page 1 of 4	
						Date: 09/11/01 00:31	
Location:			Ident	Type Fac.	Position	Checked by: <i>K. M. [Signature]</i>	
LEESBURG, VA			ZDC	ARTCC	ALL	Chief: RAMIREZ	
Time	FS	PS	C	Remarks		OI	
0400	ZDC	FS	M	GOMOKA, JAMES, T On Duty at Position STMCIC		XG	
0442	ZDC	FS	M	NO CFPL'S.		XG	
0442	ZDC	FS	M	TRAFFIC COUNT FOR 9/10/01 - - 7740		XG	
0443	ZDC	FS	M	WCLC.		XG	
0613	ZDC	FS	M	CERTIFICATIONS: VSCS - 0358Z		XG	
				DARC - 0359Z			
				CRAD/CFAD - 0532Z			
0956	ZDC	FD	C	Spinks, S on position flight data		DZ	
1027	ZDC	FS	M	WEST, DAVID, F On Duty at Position STMCIC		DW	
1030	ZDC	C6	M	ST. AMAND, MARK, D On Duty at Position BAY 6		MT	
				CONTROLLER-IN-CHARGE			
1035	ZDC	O2	M	CAMPOS, BRIAN, A On Duty at Position BAY 2 OPERATIONS		BZ	
				SUPERVISOR IN CHARGE			
1035	ZDC	O7	M	ALBERT, HAL On Duty at Position BAY 7 OPERATIONS SUPERVISOR		AG	
				IN CHARGE			
1042	ZDC	FD	C	wclc		RG	
1045	ZDC	O1	M	TUCKER, BLAIR On Duty at Position BAY 1 OPERATIONS		BE	
				SUPERVISOR IN CHARGE			
1045	ZDC	O8	M	HICKS, VIRGINIA, M On Duty at Position BAY 8 OPERATIONS		VS	
				SUPERVISOR IN CHARGE			
1048	ZDC	O4	M	O'HARA, D., M On Duty at Position BAY 4 OPERATIONS		AX	
				SUPERVISOR IN CHARGE			
1050	ZDC	O3	M	THOMAS, VAN METER, E On Duty at Position BAY 3 OPERATIONS		VU	
				SUPERVISOR IN CHARGE			
1057	ZDC	O3	M	SISO VERIFIED		VU	
1107	ZDC	O4	M	SISO VERIFIED.		AX	
1139	ZDC	O1	M	SMITH, AARON, D On Duty at Position BAY 1 OPERATIONS		CO	
				SUPERVISOR IN CHARGE			
1140	ZDC	O1	M	SISO VERIFIED.		CO	
1148	ZDC	O3	M	ROA ARTS RTS		VU	
1150	ZDC	O6	M	WALDEN, SUE On Duty at Position BAY 6 OPERATIONS SUPERVISOR		SU	
				IN CHARGE			
1200	ZDC	O1	M	SISO VERIFIED. WCLC.		BE	
1210	ZDC	O3	M	SISO VERIFIED, WCLC		VU	
1210	ZDC	C8	M	SICKLE, MARK, T On Duty at Position BAY 8		PF	
				CONTROLLER-IN-CHARGE			
1210	ZDC	O4	M	OSPB COMPLETE.		AX	
1228	ZDC	O7	M	SISO VERIFIED.		AG	
1233	ZDC	O2	C	SISO		BZ	
1247	ZDC	C3	M	MANTZ, LAURA, L On Duty at Position BAY 3		LA	

I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.

Signature of watch supervisor(s)


Thomas [Signature]

Daily Record of Facility Operation					Page 2 of 4	
					Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by:	
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ	
Time	FS	PS	C	Remarks		OI
1250	ZDC	C6	M	CONTROLLER-IN-CHARGE ST. AMAND, MARK, D On Duty at Position BAY 6		MT
1250	ZDC	X6	M	CONTROLLER-IN-CHARGE SISO COMPLETE		MT
1259	ZDC	C7	M	ADAMSKI, STEPHEN, P On Duty at Position BAY 7		NC
1310	ZDC	O6	M	CONTROLLER-IN-CHARGE WALDEN, SUE On Duty at Position BAY 6 OPERATIONS SUPERVISOR IN CHARGE		SU
1333	ZDC	O3	M	N10FE ORIGINALLY DESTINED TO IAD REQUESTED TO DIVERT TO PHL, THIS WAS APPROVED THEN AIRCRAFT REQUESTED TO DIVERT TO MEM WHICH WAS ALSO APPROVED.		VU
1338	ZDC	O3	M	IN HOLDING FOR BWI REASON UNKNOWN		VU
1339	ZDC	C7	M	ADAMSKI, STEPHEN, P Off Duty at Position BAY 7		NC
1342	ZDC	O3	M	CONTROLLER-IN-CHARGE SHUT ZID OFF FOR WASH METRO ARRIVALS AS WE ARE IN HOLD		VU
1356	ZDC	O2	C	SISO, WCLC.		BZ
1530	ZDC	O3	M	RDUZ ADVISED TWA315 HAS LANDED AT RDU		VU
1532	ZDC	O3	M	ZID SUPERVISOR ADVISED THE AAL644 WE WERE LOOKING FOR NEVER DEPARTED DFW.		VU
1545	ZDC	O3	M	BROMMAGE, KATHY On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		OO
1630	ZDC	O7	M	BREON, A, W On Duty at Position BAY 7 OPERATIONS SUPERVISOR IN CHARGE		AB
1728	ZDC	O6	C	SISO CHECKED; WCLC		SU
1800	ZDC	FD	M	SMITH, KEVIN, P On Duty at Position FLIGHT DATA		XL
1838	ZDC	O6	M	SHERRELL, RICHARD, L On Duty at Position BAY 6 OPERATIONS SUPERVISOR IN CHARGE		RI
1838	ZDC	FD	C	DIAL-UP CHECK COMPLETE.		XL
1840	ZDC	O2	M	STAUDENMEIER, ROBERT, M On Duty at Position BAY 2 OPERATIONS SUPERVISOR IN CHARGE		RF
1846	ZDC	FS	M	STELL, JACKIE, W On Duty at Position STMCIC		SJ
1850	ZDC	O4	M	RAWLETT, MATT, M On Duty at Position BAY 4 OPERATIONS SUPERVISOR IN CHARGE		DC
1930	ZDC	O4	M	WCLC.		DC
1958	ZDC	O2	M	SISO VERIFIED.		RF
2010	ZDC	FD	C	CANNOT GET CONNECTION FOR DIAL-UP TO SEND TEST MESSAGE OR RECEIVE MESSAGES VIA COMSEC PHONE, NO DIAL TONE.		XL
2012	ZDC	O2	M	WCLC.		RF
2015	ZDC	O8	M	BUSHROD, DAVE, K On Duty at Position BAY 8 OPERATIONS SUPERVISOR IN CHARGE		EE

I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.	Signature of watch supervisor(s) 
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Daily Record of Facility Operation					Page 3 of 4	
					Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by:	
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ	
Time	FS	PS	C	Remarks		OI
2022	ZDC	O2	M	SISO VERIFIED.		RF
2045	ZDC	MC	M	BRINEGAR, PAUL, M On Duty at Position MISSION COORDINATOR		BS
2106	ZDC	C2	M	CLEMENT, BRIAN, K On Duty at Position BAY 2 CONTROLLER-IN-CHARGE		BF
2113	ZDC	O8	M	WCLC. SI/SO VERIFIED		EE
2130	ZDC	O3	M	PRIVOTT, STEVE, D On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		SP
2154	ZDC	FS	M	ZID ADVISED ZDC THAT A1 WAS SO. AIR ENROUTE TO ADW.		SJ
2210	ZDC	O2	M	STAUDENMEIER, ROBERT, M On Duty at Position BAY 2 OPERATIONS SUPERVISOR IN CHARGE		RF
2215	ZDC	O3	M	BROMMAGE, KATHY On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		OO
2246	ZDC	O4	M	A1 ACTIVITY 4012 ESCORT RACER11 2/F16 2177 REFUELER 3655 ESCORT COWRY45 3656 ESCORT COWRY47 0000 A1 2155Z MANUAL H/O ON A1 FROM ZOB, ABOVE ACFT JOINED A1 IN VICINITY OF EKN (MARSA) AT 2210Z. 2200Z IAD NOTIFIED OF A1 MOVEMENT 2218Z MANUAL H/O TO IADZ 2225Z A1 EXITS ZDC AIRSPACE. SAM004 SQUAWKING 3667 ASLO MARSA WITH ACFT ABOVE		DC
2300	ZDC	FD	C	DCS CIRCUIT RTS. DCS MESSAGE CHECK COMPLETE.		KC
2315	ZDC	O3	M	PRIVOTT, STEVE, D On Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE		SP
2341	ZDC	FD	C	COX, KENNETH L ON DUTY.		KC
0044	ZDC	MC	M	TURNSOVERS COMPLETE, MOA ACTIVITIES FAX'ed TO NORFOLK APPROACH CONTROL AND TELETYPE ISSUED BY FLIGHT DATE, MOA ACTIVITY STRIPS AND STATUS SHEETS DISTRIBUTED TO AREAS, MOS SECURITY SAFE CHECK COMPLETE, SAMS COMPUTER UPDATE COMPLETE AND TRANSMITTED TO CARF		BS
0050	ZDC	O6	M	WCLC SISO VERIFIED...		RI
0053	ZDC	FD	C	DCS MESSAGE CHECK COMPLETE.		KC
0157	ZDC	O8	M	SI/SO VERIFIED		EE
0223	ZDC	O6	M	SISO VERIFIED...AREA COMBINED AT FSIC...		RI
0230	ZDC	O2	M	POSITION COMBINED AT THE STMCIC POSITION.		RF
0241	ZDC	O4	M	COMBINED WITH FSIC.		DC
0242	ZDC	FD	C	DCS MESSAGE CHECK COMPLETE.		KC
0250	ZDC	O8	M	POSITION COMBINED AT STMCIC		EE
I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.					Signature of watch supervisor(s) 	



Daily Record of Facility Operation				Page 4 of 4	
				Date: 09/11/01 00:31	
Location:		Ident	Type Fac.	Position	Checked by:
LEESBURG, VA		ZDC	ARTCC	ALL	Chief: RAMIREZ
Time	FS	PS	C	Remarks	OI
0250	ZDC	O3	M	PRIVOTT, STEVE, D Off Duty at Position BAY 3 OPERATIONS SUPERVISOR IN CHARGE	SP
0250	ZDC	O3	M	COMBINED AT STMCIC.	SP
0255	ZDC	O8	M	BUSHROD, DAVE, K Off Duty at Position BAY 8 OPERATIONS SUPERVISOR IN CHARGE	EE
0300	ZDC	MC	M	BRINEGAR, PAUL, M Off Duty at Position MISSION COORDINATOR	BS
0300	ZDC	FS	M	THOMAS, VAN METER, E On Duty at Position STMCIC	VU
0359	ZDC	FS	M	C.O.B.	VU
I certify that the entries above are correct; that all scheduled operations have been accomplished; except as noted and that all abnormal occurrences and conditions have been recorded.					Signature of watch supervisor(s) 



U.S. Department of Transportation  
Federal Aviation Administration

# Daily Record of Facility Operation

Page No. 1

Date 9/11/01

Location

LEESBURG, VA

Identification

ZDC

Type Facility

ARTCC

Operating Position

CWSU

Checked By

Air Traffic Manager  
RAMIREZ

Time (UCT)

REMARKS

0400 Los open  
0900 C.B. on duty  
1205 E.B. off duty  
1240 C.E. ON DUTY.  
1333 ISSUED AND XMTD UCWA 101 FOR JSRA OVR SERN NC STL WTR  
1425 NOTIFIED BY ZNY MET, NO COVERAGE FOR ZNY CWSU AFT 1930Z.  
1600 EET on DUTY / CE OFF DUTY.  
0000 JZ off duty

I CERTIFY that entries above are correct; that all scheduled operations have been accomplished, except as noted, and that all abnormal occurrences and conditions have been recorded.

Watch Supervisor(s) Signature

Clarence Bunker  
John E. Guald  
John E. Guald

Watch Supervisor(s) Signature

Watch Supervisor(s) Signature

ZDC-ARTCC-212  
AAL77

SECTION 5

ZDC FORM 7230-4, Personnel Logs  
FAA Form 7230.4-2, Personnel Logs  
ZID Form 7230.4-3B, Daily Leave Request

EDC-ARTCC-212

AAL77

PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION			DATE		
			AEA		ZDC		AREA - 4			09/11/2001		
T M	NAME	ASSG SHFT	C D	OI	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP	EMP	REMARKS
1	Alizio, C.	8HR 1600	C	JA					8	DC		8 CODE 9 (X)
1	Baldwin, M.	8HR 0800	C	CK	0800	1030	CK	2430	5430	AX	CK	5430 CODE 9 (X)
1	Barnett, J.	8HR 0700	C	NT	0700	1030	NT	3430	4430	AX	NT	4430 CODE 9 (X)
1	Beecher, J.	8HR 1300	C	FB	1230	1730	FB	5400	3400	DC	FB	3400 CODE 9 (X)
1	Bennett, R.	8HR 1500	C	UT	1430	2230	UT	8400				
1	Binder, R.	8HR 1400	C	HQ	1400	2200	(H)	8400				
1	Bone, B.	RDO	C	FO								
1	Burch, J.	RDO	C	ZU								
1	Burke, J.	8HR 0700	C	QS								URET
1	Capobianco, D.	RDO	C	XK								
1	Carpenter, B.	RDO	C	EC								
1	Colella, J.	8HR 0700	C	DH	0642	1032	DH	3450	4410	AX	DH	4410 CODE 9 (X)
1	Cook, B.	8HR 1500 (RDO)	C	JJ								
1	Cook, P.	RDO	C	OZ	1600	2400	PC	8400				OTI-23 (X)
1	Crane, K.	8HR 1300	C	KZ	1300	1800	KZ	5400	3400	DC	KZ	3400 CODE 9 (X)
1	Crouse, T.	8HR 0700	C	TV	0640	1100	TV	4420	3440	(AX)	TV	3440 CODE 9 (X)
1	Davis, A.	8HR 0700	C	KA	0635	1035	KA	4400	4400	(AX)	KA	4400 CODE 9 (X)

CERTIFIED: [Signature] DAY: [Signature] EVE: [Signature] Page: 1 of 1

MID: [Signature] ZDC Form 7230-4 REV. (10-94) (AUX. LOG) Tuesday September 11, 200

PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION				DATE
			AEA		ZDC		AREA: Area3				9/11/01
T	Name	ASSC SHIFT	D	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS	INITIAL	REMARKS
M			C							SUP EMP	
1	Ahlers, J	8HR 1500	C	TF							
1	<i>[Signature]</i> Bartoszek, T	RDO	C	LT	06 <sup>35</sup>	14 <sup>35</sup>		LT 8:00			OTR 21 SP RN
1	Battle, N	RDO	D	NI							
1	<i>[Signature]</i> Battins, T	8HR 0700	C	YT	0638	1438		YT 8:00			
1	<i>[Signature]</i> Browning, M	8HR 1600 1400	D	AW	1400	2200		AW 8:00			
1	<i>[Signature]</i> Caruso, T	8HR 0700	D	OT	0630	1230		OT 6:00	2:00 CO209	VU	
1	<i>[Signature]</i> Crisman, M	8HR 1530	C	CR	1528	2328		CR 8:00			
1	<i>[Signature]</i> Daniel, P	8HR 0700	C	PL	0900	1030		PL 1430	4:30 CO209 25	(VU) (X)	R
1	DeMatteo, M	8HR 1500	D	AW					8 CO209	(VU)	
1	DeMatteo, R	8HR 1300	D	RQ					8 CO209	(VU)	
1	<i>[Signature]</i> DiFillipo-Perry, C	8HR 1600	C	CD	1600	2400		CD 8:00			
1	Fellman, K	RDO	C	KT							
1	<i>[Signature]</i> Finkbeiner, C	8HR 1600 0700	C	FC	0630	1130		FC 5:00	5:00 3:00 CO209	VU	CO209
1	<i>[Signature]</i> Forthner, G	8HR 2300	C	CL	2245	0645		CL 0645			
1	Gronberg, K	RDO	C	KB							
1	Hafner, D	RDO	C	HF							

CERTIFIED:

MID

ZDC Form 7220-4 (Revised 1/2001)

DAY:

EVE:

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Washington ARTCC

PERSONNEL LOG			REGION		FACILITY ID		AREA IDENTIFICATION				DATE
			AEA		ZDC		AREA: Area3				9/11/01
T M	Name	ASSC SHIFT	D C	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS	INITIAL SUP EMP	REMARKS
	<i>[Signature]</i> Meadows, T	RDO	C	MS	0743	1043	MS	3+00	State code 4	<i>[Signature]</i>	on L3
1	<i>[Signature]</i> Neal, B	8HR 2300	C	NL	2300	0700	NL	8+00			
1	O'Leary, B	RDO	C	OL							
1	<i>[Signature]</i> Peshnicak, T	8HR 1400	C	PK	1330	2130	PK	8+00			
1	Piercy, L	8HR 1500	C	LP					8 code 9	(V)	
1	Powell, H	8HR 1500	C	IO					8 code 9	(V)	
1	<i>[Signature]</i> Richter, D	8HR 2300	C	YR	2240	0640	YR	8+00			
1	<i>[Signature]</i> Rittriller, A	8HR 0700	C	TU	0630	1230	TU	6+00	2100 code 9	(V)	
1	<i>[Signature]</i> Ronde, R	8HR 1300	C	RW	1100	1600	RW	5+00	5700 code 21	(V)	2 CHECK
1	Roman, L	8HR 1500	D	MP					8 code 9	(V)	
1	Soucy, C	0700 RDO	C	ZQ					(b) (6) (b)		
1	Sowers, S	8HR 1300	C	ST							
1	Strebig, J	8HR 1300	D	SF					8 code 9	(V)	
1	VanAmburg, A	RDO	D	VX							
1	<i>[Signature]</i> Wallace, R	8HR 0700	C	WZ	0630	1330	WZ	7+00	code 9	(V)	
1	Winter, M	RDO	D	IR							

CERTIFIED:

MID

DAY

EVE

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ZDC-ARTCC-812  
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PERSONNEL LOG			REGION AEA		FACILITY ID ZDC		AREA IDENTIFICATION AREA: Area3				DATE 9/11/01
T M	Name	ASSC SHIFT	D C	OI	ON DUTY	OFF DUTY	OI	DUTY HOURS	LV HRS	INITIAL SUP EMP	REMARKS
	<i>[Signature]</i> Nojck, G	8HR 0700	D	WL	0630	1027WD		3+57	4+03 33 6+09	LA (VU)	12-3

CERTIFIED:

MID

ZDC Form 7236-4 (Revised 1/2001)

DAY:

*[Signature]*  
Thomas S. [Signature]

EVE:

*[Signature]*  
S. [Signature]

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Washington ARTCC

ZDC-ARTCC-212  
AAL77

PERSONNEL LOG			REGION	FACILITY ID	AREA IDENTIFICATION			DATE		
			AEA	ZDC	AREA - 4			09/11/2001		
T M	NAME	ASSG SHFT	C D	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP EMP	REMARKS
1	Green, R.	8HR 0700	C	GT					8R Code 22 6-1	Code 22 UP
1	Guslik, M.	8HR 0700	C	PG	0600	1040	PG 440	3420	AX PG	3420 CODES
1	Haggerty, T.	8HR 0700	C	HY	0643	1038	117 3455	4405	AX HY	4405 CODES
1	Heamstead, J.	RDO	C	JO						
1	Hedgepeth, L.	8HR 1300	C	HT	1240	2040	HT 8			
1	Hesse, P.	8HR 2300	C	PZ	22 <sup>40</sup>	06 <sup>40</sup>	PZ 8			
1	Irving, M.	RDO	C	GI						
1	Jacobus, J.	8HR 1300	C	CU	1030	1830	CU 8			
1	Keessling, J.	8HR 1500	C	KG				85	AX	SF-71
1	Klinger, B.	8HR 0700	C	KQ	0655	1455	Q 8			
1	Martinez, J.	8HR 0800	C	RK	0730	1410	RK 6440	2420	AX RK	2420 CODES
1	Miller, M.	8HR 0700	C	MK	0855	1425	MK 5430	2430	AX MK	2430 CODES
1	Morgan, R.	8HR 1500	C	RM	1330	2230	RM 9400	1 CHE		(b) (6) DC
1	Mulvenna, C.	8HR 0700	C	FF						(b) (6)
1	Myers, R.	8HR 0600	C	DR	0600	1500	DR 9400		AX	(b) (6) DC
1	Pfeifer, R.	8HR 1500	C	RP				8	DC	8 CODES
1	Putz, E.	8HR 1600	C	XJ	1600	2400	XJ 8400			

CERTIFIED:                      DAY:                      EVE:                       
MID:                      ZDC Form 7230-4 REV. (10-94) (AUX. LOG) Tuesday September 11, 2001  
Page 2 of 3



PERSONNEL LOG			REGION	FACILITY	ID	AREA IDENTIFICATION				DATE
			AEA	ZDC		AREA - 4				09/11/2001
T M	NAME	ASSG SHFT	C D	ON DUTY	OFF DUTY	OI	DUTY HRS	LV HRS	INITIAL SUP EMP	REMARKS
1	<i>E. Reardon</i> Rearden, E.	8HR 0700	C	PR	0635	0635	P2	8	<i>(b) (6)</i>	
1	Richardson, M.	8HR 1500	C	VR				8	8	8+00 CODE 9
1	<i>G. Stone</i> Stone, G.	8HR 0700	C	YG	0633	1253	YH	6+00	2 AY YG	2+00 CODE 9
1	Smith, D.	8HR 1400	C	IT					(b) (6)	
1	Stefanick, M.	8HR 1300	C	MI				8	DC	8 CODE 9
1	<i>K. Stewart</i> Stewart, K.	8HR 1000	C	VA	0955	1015	VA	0720	(b) (6)	7+40 CODE 9
1	Stine, W.	8HR 1500	C	PB					(b) (6)	12 PB
1	Straub, S.	RDO	C	SX						
1	Therrien, J.	RDO	C	FK						
1	Walker, M.	RDO	C	NN						
1	<i>W. Winston</i> Winston, W.	8HR 0700	C	XU	0630	1430	XU	8		DETAIL 2 WORKED A/S DETAIL
1	Wolfgang, S.	RDO	C	WN						
1	Yaeger, K.	RDO	C	KI						
1	<i>E. TOTEVO</i> TOTEVO, E.	8HR 0700	C	ED	0647	1100	ED	4+13	3+47 AY	3+47 CODE 9

CERTIFIED:

MID: *Jim S. E.*

DAY: *J. O'Hara*

EVE: *M. K. K.*

ZDC Form 7230-4 REV. (10-94) (AUX. LOG)

Tuesday September 11, 2001

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**AREA 1  
SUPERVISORS**

**Tuesday, September 11, 2001**

NAME	SECT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
CAMPBELL R	1400/08+00f	GA	1400	2200	8				AOS
CLARK J	RDO f JC								
DUEMLING G	0700 1100/08+00f	GD	0635	1405	8				TRNG EXCHG 1405-1435
HUDSON D	EDG f GO								
LUCAS B	0700/08+00f	VN	0635	1435	8				AOS
VACANT # 01	1500/08+00f	JX							
VACANT # 02	0600/08+00f	ZJ							
STANLEY R	0700	OS	0650	1410	8				EXCHG 1410-1450

**ADDITIONAL ASSIGNMENTS/REMARKS**

0900 OFF-SITE  
VN-HOO → CFC MTG

GD 1127 A RW 9/9  
05-0700 → A 70

TRNG

ADDITIONAL ASSIGNMENTS/REMARKS

(b) (6)

April 19  
E. Reginald



NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
CHESTER J <i>McCreary</i>	1500/08+00f								
CHESTER K	0600/08+00f								
COLLINS G	1100/08+00f	CG				(b)(5) (b)(6)			
DECKER C	RDO f CT								
KENNEY D <i>[Signature]</i>	0700/08+00f	DR							CCLD S. [Signature]
MAYO E <i>[Signature]</i>	1300/08+00f	YO	1230	2030	8				
POWELL I <i>[Signature]</i>	0700/08+00f	JP	0630	1405					1405-1430 excl. lv./RW

ADDITIONAL ASSIGNMENTS/REMARKS

24 Mayo 240 1300 A RW 9/4

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ZID-AREA 4  
SUPERVISORS

Printed on 07/30/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
BISHOP R	1100/08+00f	HP	1035	1835	8				
DURY T	1100/08+00f	TD	1430	2230	8				AOS
HANSEN R	RDO	f	RS						
MULDER J	RDO	f	ML						
RIGGS R	0700/08+00f	AR							AOS

## ADDITIONAL ASSIGNMENTS/REMARKS

8/24 Dury 1300-1500 ASC 9/10

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
CUNNINGHAM R	1300/08+00n	RC	1230	2130	9				(b) (6)
HEDA K	RDO n	HL							
KUH R	RDO n	JK							
LAWLER C	0600/08+00n	YC	06545	1245	8				
PEPPER D	RDO f	NE							

8/28 RC Az 13-2100 V/T

ADDITIONAL ASSIGNMENTS/REMARKS



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Printed on 07/28/2001

ZID-AREA 7  
SUPERVISORS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
CRITTENDEN D	0700/08+00f	EV	0545	11345	8				(b) (6)
HANSON M	1500/08+00f	KM	161238	2230	1/0				(b) (6)
KELLEY D	0600/08+00f	KJ							VL1 (b) (6)
PLONSKI A	0700/08+00f	ZU	0630	1410	1740	(b) (6)			(b) (6)
PRITCHETT C	1400/08+00f	JS	1340	2140	8				(b) (6)

## ADDITIONAL ASSIGNMENTS/REMARKS

Form 7230.4-2  
MIDCERTIFIED ACCURATE AND CORRECT  
DAY

EVE

Tuesday, September 11, 2001



ZDC-ARTCC-212  
AAL77

FLIGHT DATA  
SUPERVISORS

Printed on 08/12/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON		OJT		REMARKS
			IN	OUT	HRS	DUTY	LV	HRS		
POOL S <i>Andra Paul</i>	<i>0700</i> 08+00n	SP	<i>0642</i>	<i>1442</i>	<i>8</i>					

ADDITIONAL ASSIGNMENTS/REMARKS

(b) (6)

(b) (6)

Printed on 08/21/2001

AREA 1 - STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS ===== DEVELOPMENTALS ===== ASST/OTHER ===== SUP's =====

MID	HJ	NM	GW	WD	RE	SN	RI						
0600	OU	* <del>VR</del>	CD	SH	ZV	20	MT	RE	UT	VP			
0700	(XL)	SV	*DP	BY	PM		RX			BF	HI		
0800	RU												
0900													
1000	XW												
1100													
1200	MP	CR								CR			
1300	(EY)	MT	MV				10++						
1400	GX	MR	*RV	YV									
1500	DQ	NR	KQ	EH	*GE	*25	DJ			ES			
1600													

Keys: "-" Less Than 8 Hr Shift, "0" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
1. KLARICH	8/23	1300++	A 9/24	14.			
2. Bates	8/24	1200	A 9/24	15.			
3. GARCIA	9-4	0600	A 9/24	16.			
4. Berman	9/6	0700	A 9/24	17.			
5. RE	9/10	0600	A 9/11	18.			
6. RE		2200	A 9/11	19.			
7. BECHER	9/10	0700-1500	A 9/11	20.			
8. Malm	9/11	1400	A 9/11	21.			
9. FOWLER	9/11	1400+	A 9/11	22.			
10.				23.			
11.				24.			
12.				25.			
13.				26.			

ZID7230.4-3B 2/88 ELECTRONIC EQUIV. 12/96



AREA 1  
CONTROLLERS

Printed on 08/21/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES IN	OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
AUSTIN M	RDO	f	MZ						
BATIC M	1300/08+00f	(EY)							
BEAMAN R <i>Bill E. Beaman</i>	1100/08+00f	RX	0645	1445	8	(b) (6)		(b) (6)	
BECHER W	0700/08+00f	(EL)				(b) (6)		(b) (6)	
BISHOP S	RDO	f	PK						
BROWN M	RDO	f	MB						
CANNADY G <i>Gary Cannady</i>	1400/08+00f	GZ	13 <sup>30</sup>	21 <sup>30</sup>	8	11+00			
CLARE B <i>Bruce L. Clark</i>	0600/08+00f	OU	0545	1345	8	4+00	0+52	AME 1200	
CLEMENTS S	0600/08+00f	VP	0540	1340	8	4+00			
COLBURN <i>Richard L. Colburn</i>	1400/08+00f	CH	1130	1930	8	(b) (6)		TNG	
COMPTON S	0700/08+00f	(SV)				(b) (6)		(b) (6)	
DAVIS C	0600/08+00f	(CD)				(b) (6)		(b) (6)	
DEATRICK T <i>Tim Deatrack</i>	1300/08+00f	DE	1430	2230	8	1+00			
DEHART M <i>Michael Dehart</i>	1200/08+00f	MF	1130	1930	8				
DERRICKSON D	RDO	f	NG						
DETOMAS R <i>Phil C. Detomas</i>	0600/08+00f	SH	0530	1330	8				
DUNLAP R <i>Bob Dunlap</i>	0700/08+00f	DP	0630	1330	7	CH		(b) (6)	
EERGOMT D <i>Deborah E. Eergomt</i>	0700/08+00f	BY	0900	1330	3.5			(b) (6)	
FAULENER B <i>Bob Faulner</i>	0700/08+00f	BF	0645	1445	8	2+00		TNG AME 1300	
FOGG M <i>Mike Fogg</i>	1500/08+00f	NY	1145					(b) (6)	
FOWLER M <i>Mike Fowler</i>	1300/08+00f	NR	1300	2050	9	4+00		(b) (6)	
FREGL G <i>Greg Fregl</i>	0600/08+00f	FY	0530	1330	8	4+30	1+46		
GARCIA A <i>Al Garcia</i>	1300/08+00f	TY	1000	1400	8				
GILLAND K <i>K. Gilland</i>	1500/08+00f	KQ	1500	2300	8	5+00			
GLAESER S	RDO	f	GH						



NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
HANSON D <i>David Hanson</i>	2300/08+00f	WD	2240	0640	8				
HEIER J <i>Chris J Heier</i>	2200/08+00f	HJ	2145	0545	8	1+00			
HERDEY J <i>James C Herdey</i>	1500/08+00f	HE	1439	2239	8	1+30			
JACKSON E <i>Alan</i>	0700/08+00f	HI	0700	1500	8				TNG
JOHNSON T <i>Tom Johnson</i>	0600/08+00f	BJ	0557	1357	8	1+30			CIC 0+45
JOHNSON K	EDD	ED							
KATH R <i>REK</i>	0700/08+00f	PR	0630	1430	8	6			(b) (6)
KLARICH <i>John A. Klarich</i>	1300/08+00f	SD	1230	2130	9				(b) (6)
KRUHWIEDT K <i>Kurt Kruehwiedt</i>	0800/08+00f	KU	0800	1600	8				
KUNTEL T <i>T</i>	0600/08+00f	KG	0643	1443	8	440			TNG
LITER M	EDD	LK							
MAIM A <i>Al Maim</i>	1500/08+00f	DN	1400	2200	8	1+20			OT NAR-OM
MCCULLOUGH M <i>M</i>	1300/08+00f	NY	1235	2035	8				(b) (6)
MCGINN M <i>M</i>	2200/08+00f	MG	2130	0600	8.5				(b) (6)
MCGOWEN M <i>M</i>	0300/08+00f	MT	0530	1330	8			1+32	
OMALLEY D	1500/08+00f	OM							ADM
PEMBICK D	EDD	PE							
REISING C <i>Ray C</i>	2200/08+00f	OR	2150	0550	8				
RETELOFT S	EDD	RS							
RICE P <i>P</i>	2200/08+00f	RE	2130	1330	8	3+30			(b) (6)
ROLFE R <i>R</i>	2200/08+00f	RI	2130	0600	8.5				(b) (6)
SCODA G	1500/08+00f	GB							OT NAR-OM
STANLEY F	EDD	ST							
STELLMACH T	1500/08+00f	TS							
TOSINO R	2200/08+00f	TN							

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## CONTROLLERS

Printed on 08/21/2001

**Tuesday, September 11, 2001**

[illegible]

KT

ZDC-ARTC 12  
AAL77

GH

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AREA 2 - STAFFING/REQUESTS

Tuesday, September 11, 2001

== CONTROLLERS == DEVELOPMENTALS == ASST/OTHER == SUP's ==

NJ SR OD SW XJ

0600 BV DI RD BL TB OR

KT

0700 \*ED ZQ JV LW YN

VC YN

BL 14-1500  
ADMIN  
LW

LW

0800 GJ TX

0900

KH 14-19

1000

1100

KH

1200

121300 FS NT

121400 AT CC MY ZR

IB

GH

131500 KL \*SU PE BP WS

121600 FB<sup>Δ</sup>

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

"Δ" CIC

NAME	DATE	REQUEST	ACTION DATE	NAME	DATE	REQUEST	ACTION DATE
1. KLEMM G		1600	E 8-15	14.			
2.				15.			
3.				16.			
4.				17.			
5.				18.			
6.				19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
				26.			

FAA Form 7230.4-2  
MIDCERTIFIED ACCURATE AND CORRECT  
DAYTuesday, September 11, 2001  
EVE

2205

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ZDC-ARTCC-212  
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AREA 2  
CONTROLLERS

Tuesday, September 11, 2001

dated on 07/28/2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
ADKINS <i>[Signature]</i>	1400/08+00f	AT	1400	2200	8				
BLACK R	RDO p	QT							
BRUNS J <i>[Signature]</i>	0600/08+00f	BV	05 <sup>30</sup>	13 <sup>30</sup>	8				
BURTON M	RDO f	BK							
CARTER J	RDO f	YZ							
COX J	RDO f	JJ							
DEVANE S	RDO f	DE							
EDLUND S <i>[Signature]</i>	0700/08+00f	ED	0630	1405	8				1405-1430 EXCUSED/GA
FARINA C	RDO f	XM							
FUGGITI P	RDO f	PI							
GARDWOOD R	RDO f	GG							
HE P	1100/08+00f	PJ							(b) (6)
GOBEL S <i>[Signature]</i>	0600/08+00f	DI	0530	1645	5+15				(b) (6)
GUMIELA R <i>[Signature]</i>	0600/08+00f	RD	0530	1340	8				
GUNDERSEN K <i>[Signature]</i>	2200/08+00f	NJ	2200	0600	8				
HENNING T <i>[Signature]</i>	1300/08+00f	FS	1230	2030	8				
JOBE-HAMILTON J	1400/08+00f	JE							ADM
KICK M	RDO f	IE							
KLEMM G <i>[Signature]</i>	1500/08+00f	KL	1430	2230	8				
KRITZER S	RDO f	VG							
KROBOLNICK <i>[Signature]</i>	1500/08+00f	SU	1430	2230	8				
LASKAY B <i>[Signature]</i>	0600/08+00f	BL	0655	1035	4				4 ADMIN LEAVE
LAWS M <i>[Signature]</i>	1300/08+00f	NT	1235	2035	8				
MCBECK <i>[Signature]</i>	0600/08+00f	TE	0655	1335	8				
PINEZ J <i>[Signature]</i>	1500/08+00f	PE	1430	2230	8				

ted on 07/28/2001

AREA 2  
CONTROLLERS

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
MCCULLOUGH	1400/08+00f	CC	1343	2043	7		(b) (6)		(b) (6)
MCKENZIE S	RDO	f	PO						
MYERS D	1400/08+00f	MY	1355	2155	8				
PETERSON B	1500/08+00f	BP	1440	2240	8				
REINOEHL G	1400/08+00f	ZR	1342	2142	8				
RENFRO S	2200/08+00f	SR	2155	0555	8				
RUARK S	2200/08+00f	OD	2150	0550	8				
RYLE J	1600/08+00f	FB	1530	2330	8				O/T - NAR-IE
SCHMARR G	0700/08+00f	ZQ	0645	1405	7+20				
SHAKE J	2200/08+00f	SR	2134	0534	8				
STANTON W	0800/08+00f	GJ	0740	1540	8				
TH J	0700/08+00f	JV	0653	1413	8				1413-1453 EXCLUDED/6A
SMITH T	0800/08+00f	TX	0745	1545	8				
SOBLESKI G	RDO	f	EQ						
SYVERSON K	0600/08+00f	OR	0530	1330	8				
WALTZ C	1500/08+00f	WS	1430	2230	8				
WILCHER M	0700/08+00f	VC							TNG
WILKERSON	2200/08+00f	XJ	2130	0530	8		(b) (6)		(b) (6)
WRIGHT	0700/08+00f	LW	0645	1245	6		(b) (6)		(b) (6)



Tuesday, September 11, 2001

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AREA 3 - STAFFING/REQUESTS

Tuesday, September 11, 2001

CONTROLLERS	DEVELOPMENTALS	ASST/OTHER	SUP's
MID JB KX TW GL YB			
0600 BL YJ AJ HY PX PG EW CO	II		<del>BL</del> AME 110
0700 BZ BG GY GP RZ *AP	<del>AP</del>	PT= CCLD	JP
0800			
0900			
1000			
1100			<del>CG</del> <del>CG</del>
1200			
1300 PA *FN DW BE *CE	<del>CV</del>		
1400 IS *CT JRL	ev NF NF		<del>GT</del> YD
1500 OO *MS AZ *VU	<del>OG</del>		
1600 <del>GZ</del>			

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Rated

NAME	DATE	REQUEST	ACTION DATE	NAME	DATE	REQUEST	ACTION DATE
1. JR	7/23	14-15	Am 9/3	14.			
2. KJ	8/2	12	NO 9/10	15.			
3. BZ	9/11	(b) (6)	A 9/11	16.			
4.				17.			
5.				18.			
6.				19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
3.				26.			





NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
ACKERMAN M	RDO	f	MQ						
ANDERSON P	1300/08+00f	PA	1230	2030	8				
BARBER R	RDO	f	BU						
BATES B	0700/08+00f	BZ	0620	1400	8 <sup>10</sup>				(b) (6) 1400-1430 exc/v/JP
BAUGH J	0700/08+00f	BG							
BECKNER J	2200/08+00f	JB	2141	0541	8				
BENTON S	1300 RDO	BE	1238	2038	8				BFOF CCLD FOR PT
BERGESON K	2200/08+00f	KX	2130	0530	8				
BOAT O	1300/08+00f	PT							9 HR DAY TD/3K (b) (6)
BORN R	0600/08+00f	SX							VL1
BROWN D	1500/08+00f	OO	1430	2230	8				
MURCHIE J	1400/08+00f	JS	1330	2130	8				
BYARD R	0600/08+00f	BL	0600	1100	8	3			CIC 5:00 100-1400 AMZ
CARLSON K	RDO	f	VA						
CONLIN T	2200/08+00f	TW	2130	0530	8				
CONZEMIUS A	2200/08+00f	GL	2130	0530	8				
COY T	1400/08+00f	CV	1230	1630	4				TNG (b) (6)
CRIST C	1300/08+00f	CE	1240	2040	8 <sup>00</sup>				TNG
DEVINE W	1400/08+00f	GV							
DORR J	RDO	f	GQ						
FERRO N	1400/08+00f	NF	1345	2145	8				TNG
FOUTS M	1500/08+00f	MS	1430	2230	8				
GAYDE R	0700/08+00f	GY	0630	1430	8				
GIRALTE M	RDO	f	FG						
RAYSON C	1600/08+00f	GZ	1635	0555	2				



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AREA 3  
CONTROLLERS

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NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT	HRS				
GROTH J	0600/08+00f	YJW	0530	1330	8	(b) (6)		145	
HAYES D	0600/08+00f	AJ	08 <sup>30</sup>	1345	5	(b) (6)			1245-1330 encl
HAYNES R	0600/08+00f	MY	0540	1200	6 <sup>15</sup>				
HURD G	1400/08+00f	HG							VL1
IRWIN M	0600/08+00f	IE	0530	1330	8				TNG
LANGGUTH M	RDO	f	LA						
LENZ A	1500/08+00f	AZ	1430	22 <sup>30</sup>	18				
MAURO J	RDO	f	VM			(b) (6)			(b) (6)
MCCREARY	1400/08+00f	GE	1330	2030	7	(b) (6)			(b) (6)
OEDER S	RDO	f	OE			(b) (6)			
PIERCE B	2200/08+00f	YB				(b) (6)			
PLENTL E	RDO	f	EP			(b) (6)			(b) (6)
POPP P	0600/08+00f	PX	0520	1230	7.10	(b) (6)			(b) (6)
PORTER G	0700/08+00f	GP	0635	1205					1205-1235 encl
RAYMOND M	0600/08+00f	PG	0530	1010	8			3420	1010-1330 AME
RODDY D	1600/08+00f	JR	1330	2130	8			145 CIC	
SNOWALTER R	0700/08+00f	AP	0642	1442	8				TNG
SMITH C	RDO	f	SK			(b) (6)			(b) (6)
STEWART F	1300/08+00f	FN	1230	1600	3.6	(b) (6)			(b) (6)
STEWART J	0600/08+00f	EW	0530	1330	8				
THOMAS C	0600/08+00f	CO	0547	1347	8.0				
VEITH R	1500/08+00f	VU	1445	2145	4.0				
WAMPLER C	1500/08+00f	RG	1430	2230	8	(b) (6)			TNG
WIEMER D	1300/08+00f	DW	1245	1545	3	(b) (6)			
WOODARD B	RDO	f	ZB						



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AREA 3  
CONTROLLERS

Tuesday, September 11, 2001

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ZID-AREA 4-STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS ===== DEVELOPMENTALS ===== ASST/OTHER ===== SUP'S =====

TH NO	ST	FX	CN	LE				
0500	YG							
0600	FA	HA	AG	SZ	YM	RE	PA	RT
0700	PC	KS	JF	DR	EN	*KB	*ZM	AN
0800	DZ	OM	PW					AR
0900	ON							
1000								
1100								HP
1200								
1300	BN	*DR	SM	DB	SZ	TN	ME	ZM
1400	*CB	LL	W	SL	PR	ME	TA	SB
1500	*PK	MG	IZ	NL	GR			PK
1600	DT							

: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
1. ON	8/20	08	A 9/11	13. TA	8/11	14	A 9/11
2. JA	8/25	12	ASAP 9/28	14. FX	9/11	21+	A 9/13
3. ME	8/21	13x	A 9/12	15. EN	9/11	22	A 9/11
4. GR	9/1	100	DS	16. SL	9/11	11	A 9/11
5. ZM	9/10	13	A 9/11	17. TA	9/11	12x	A 9/11
6. RN	9/10	7	HP	18. SB	9/11	14	A 9/11
7. EZ	9/10	7	A 9/11	19.			
8. ET	9/10	6+	A 9/11	20.			
9. PR	9/10	6	A 9/11	21.			
10. YM	9/10	05	A 9/11	22.			
11. LB	9/10	06	A 9/11	23.			
PR		14	A 9/11	24.			

EZ - AME @ 1300





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ZID-AREA 4  
CONTROLLERS

Printed on 07/30/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT LV	OJT HRS	REMARKS
			IN	OUT	HRS				
ALEXANDER <i>[Signature]</i>	2200/08+00f	TH	2135	0535	8				
BAILEY <i>[Signature]</i>	1400/08+00f	CB	1330	2130	8	(b) (6)			
BRANDT R	0700/08+00f	PC				(b) (6)			
BROOKS K <i>[Signature]</i>	1500/08+00f	PK PK	1445	2245	8				
BROWN RC <i>[Signature]</i>	1300/08+00f	RN	1100	1930	8.0	(b) (6)			
CAROLLO M	1400/08+00f	LL				(b) (6)			
CRISP S <i>[Signature]</i>	1400/08+00f	SB	1330	2130	8				VL1
DAMRON S <i>[Signature]</i>	1400/08+00f	ZM	1250	2050	8				TNG
DAVIS C	0700/08+00f	VI							VL2
DOLEN E	RDO	f	ER						
ENGLE D <i>[Signature]</i>	1300/08+00f	DR	1230	2000 2030	7.5 7.5	1/2			1/2 EXCUSED 2000-2030
INS S	RDO	f	LX						
FREIBURGER M <i>[Signature]</i>	0600/08+00f	FA	0530	1330	8				
FREIBURGER R	RDO	f	MX						
FRITZ D <i>[Signature]</i>	0800/08+00f	DZ	0730	1530	8				
GABBARD H <i>[Signature]</i>	0600/08+00f	HA	0530	1330	8				AC 0+48
GIBBS M <i>[Signature]</i>	1500/08+00f	MG	1445	2245	8	(b) (6)			
HAGEN A <i>[Signature]</i>	0600/08+00f	ON	0730	1130	4	(b) (6)			(b) (6)
HAGEN S <i>[Signature]</i>	0600/08+00f	AG	0530	1130	6	(b) (6)			
HALL D	RDO	f	DB						
HANSEN <i>[Signature]</i>	2200/08+00f	NO	2150	0550	8				
HARDY J	RDO	f	OH						
HUGHETT T	RDO	f	XT						
JAMISON C	RDO	f	JX						
SON S <i>[Signature]</i>	1500/08+00f	IZ	1430	2230	8				



NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
KEIFER D	RDO	f	AE						
KENNEDY <i>John</i>	0700/08+00f	KB	<del>1200</del> 1430	8					TNG
KERR W <i>W</i>	0800/08+00f	WK	0740	1540	8				TNG
KOCH <i>Kat</i>	0700/08+00n	KS	0700	1500	8	(b) (6)	(b) (6)		
KOEPPPEL S	0600/08+00f	SZ				(b) (6)	(b) (6)		
KOSSICK <i>John</i>	0700/08+00f	JF	0730	1430	8	(b) (6)			
LAIGLE D <i>Dean W. Laigh</i>	2200/08+00f	LE	2140	0540	8	(b) (6)			
LANE R <i>Robert S Lane</i>	1400/08+00f	LB	1305	0530	1330	8			
LARSON J <i>James Larson</i>	0600/08+00f	YM	0430						
LEHMANN <i>Stacy</i>	2200/08+00f	ST	2200	0600	8				
LUCAS R <i>Roger Lucas</i>	1500/08+00f	NL	1430	2230	8	(b) (6)			
CKER S	1300/08+00f	SM				(b) (6)	(b) (6)		
MITCHELL <i>Frank Mitchell</i>	1400 RDO OVERTIME	f	WE	1230	2130	9			
MOULTON D <i>com</i>	1600/08+00f	DE	1600	0000	8				
MOYE R <i>Robert M</i>	1300/08+00f	OB	1300	2100	8				
MULLEN D	RDO	f	DM						
PRESLIN <i>Ray</i>	0700/08+00f	PR	1335	2135	8				
RENTON R <i>R</i>	0700/08+00f	RE	0530	1330	8				
RIFE C <i>Craig D Rife</i>	2200/08+00f	XH	2130	0530	8				
ROEDER T <i>T</i>	0600/08+00f	RT	1320	1330	8	(b) (6)	(b) (6)		
ROMINGER M <i>M</i>	0600/08+00f	EZ	0545	1445	9	3			(b) (6) DTL 1145-1445
ROMINGER R <i>R</i>	1400/08+00f	OG	1340	2140	8				(b) (6) DTL
ROSALES R	RDO	f	RB			(b) (6)	(b) (6)		
ROSALES S <i>S Rosales</i>	0600/08+00f	PS	0530	1130	6	(b) (6)	(b) (6)		
R G <i>Greg</i>	1500/08+00f	GR	1430	2230	8				

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CONTROLLERS

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NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	OJT LV	HRS	REMARKS
			IN	OUT					
SCHNEIDER M	0800/08+00f	PW	0750	1550	8				TNG
SELKE S	2200/08+00f	FX	2030	0530	9				(6)
SHERIDAN T	1400/08+00f	TS							DTL
SIEGEL J	1400/08+00f	SQ							DTL
SKILES S	<del>1200/08+00f</del> RDO	SI							(6)
STEWART M	1500/08+00f	TA	1130	2130	10				(6)
STRACKBEIN D	0500/08+00f RDO	GM							
SUTHERLAND D	1400/08+00f	SL	1030	1830	8				
SZALAI P	RDO	f	ZP						
TAMMEN C	2200/08+00f	CN	2145	0545	8	2.1			
THOMPSON T	1300/08+00f	TN	1230	2000	7.5				2000-2030 g EXCUSE W
NT # 01	RDO								
VANDERBEKE J	RDO	f	QA						
YOUNG R	0500/08+00f	YG	0450	1250	8				



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ZID-AREA 7 - STAFFING/REQUESTS

Tuesday, September 11, 2001

CONTROLLERS		DEVELOPMENTALS		ASST/OTHER	SUP's									
CF	AD	HE	TC	ZW	FM									
0600	ID	EJ	VR	RL	AX	UA	HD	QC	EG	EC	HD	KI	EG	EV
0700	FL	TR	FP	PB	IM	BQ	EG	ED						ZU
0800														
0900														
1000														
1100														
1200														
1300														
1400	KC	RH	KK	CW	KV	WY	LS	EO	LS	DX				JS
1500	RF	RG	TJ	LY	MA	RR								KM
1600	JN	EQ	JG											

Keys: "-" Less Than 8 Hr Shift, "-" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION DATE	NAME	DATE	REQUEST	ACTION DATE
PEPPER J		1000	10/1/01	14.			
2. HAY T		0800	10/1/01	15.			
3. CORNELIUS	7/30	1100 n 1200	10/1/01	16.			
4. McDANIEL	8/8	0000	10/1/01	17.			
5. JG	9/10	16	10/1/01	18.			
6. CARRELL	9/11	147	10/1/01	19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
13.				26.			

Form 7230.4-2  
MIDCERTIFIED ACCURATE AND CORRECT  
DAY

EVE

Tuesday, September 11, 2001

22-06

15-27





ZID-AREA 7  
CONTROLLERS

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Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
ADAMS T <i>Thompson</i>	0600/08+00f	ID	0549	1349	8			2+28	(b) (6)
CARRELLI R <i>Carrelli</i>	1500/08+00f	RF	1330	2230	9				(b) (6)
CHESTER J <i>Chester</i>	2200/08+00f	CF	2130	0530				3+22	
CORNELIUS K <i>Cornelius</i>	1400/08+00f	KC	1350	2130	8				
DRAKE L <i>Drake</i>	0700/08+00f	FL	0700	1500	8				
EISERT J <i>Eisert</i>	0600/08+00f	EJ	0630	0930					o/t CKE PNT B (b) (6)
FERGUSON J <i>Ferguson</i>	0600/08+00f	VR	0600	1400	8				
GEHRMAN R <i>Gehrmann</i>	1500/08+00f	RG	1500	2300	8				
GILBERT J <i>Gilbert</i>	1600/08+00f	JN	1530	2330	8				o/t CKE PNT B
GILBERT R <i>Gilbert</i>	0600/08+00f	RL	0530	1330	8				
HARPOLD R <i>Harpold</i>	1400/08+00f	RH	1400	2200	8				o/t CKE PNT B (b) (6)
WILSON W <i>Wilson</i>	2200/08+00f	AD	2157	0518					
F <i>F</i>	0700/08+00f	TR	0650	1450	8				
HENDRICKSON J <i>Hendrickson</i>	0600/08+00f	HA	0530	1330	8				
BERSMAN R <i>Bersman</i>	2200/08+00f	HF	2150	0550	8				
JONES M	RDO	f	FJ						(b) (6)
KENDALL J <i>Kendall</i>	1400/08+00f	KJ	1330	1500	1.5				(b) (6)
KOSMERL W <i>Kosmerl</i>	1500/08+00f	TJ	1435	2235	8				
LIPSCOMB T	RDO	f	LH						
LONTZ C <i>Lontz</i>	1500/08+00f	LY	1430	2230	8				
MARYAN <i>Maryan</i>	0700/08+00f	JM	0640	1040	4		14ADM W		o/t CKE PNT B (b) (6)
MCDANIEL R <i>McDaniel</i>	2200/08+00f	TC					8		
MCMENAMY V <i>McMenamy</i>	0700/08+00f	FP	0630	1430	8				o/t CKE PNT B
MERTENS M <i>Mertens</i>	1500/08+00f	MAM	0730	1045					4+4.5 Admin LV
NELSON M	RDO	f	OZ						



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NAME	SHIFT	INIT	TIMES			NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT	HRS				
ACCAVALLO J	RDO	f	JZ						
ALLISON P	0600/08+00f	QC	0530	1330	8				
ANDREI R	0600/08+00f	HD	0530	1330	8				
ANKENY J	1400/08+00f	XP							VL1
COLEMAN C	0600/08+00f	KI	0600	1400	8				
DERUBY J	0600/08+00f	EO	0600	1400	8				
DESMOND R	RDO	f	DS						
HARDIMON JR E	1400/08+00f	EO	0630	1430					
HARDY L	1400/08+00f	LS	1340	2140	8				
JOHNSON JR. D	RDO	f	DU						
MERCER M	RDO	f	TU						
WENDT C	2200/08+00f	DG	02140	0540	8				
WENDT D	1400/08+00f	DX	1400	2200	8				
WENDT C	0800/08+00f	WX	0730	1530	8				

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MIDS - STAFFING/REQUESTS

Tuesday, September 11, 2001

===== CONTROLLERS ===== DEVELOPMENTALS ===== ASST/OTHER === SUP's =====

0600	SE NK EK				
0600	AB				OZ TO
0700	MD				
0800	OZ				
0900					
1000	FO 16-18				CZ
1100					
1200	*MK BH+				
1300					
1400	GC				
1500	QQ MO				SC
1600	BH				

Notes: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

ACTION				ACTION			
NAME	DATE	REQUEST	DATE	NAME	DATE	REQUEST	DATE
1. LAPLIN M		1000	U-9/17 SS	13.			
2. Grant	9/16	1200	U-9/17 SS	14.			
3. Johnson	9/10	1200+	A9105	15.			
4.				16.			
5.				17.			
6.				18.			
7.				19.			
8.				20.			
9.				21.			
10.				22.			
11.				23.			
				24.			



AAL77

MIDS  
CONTROLLERS

Printed on 08/20/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES		HRS	NON DUTY	LV	OJT HRS	REMARKS
			IN	OUT					
AKERS M <i>M. Akers</i>	0600/08+00f	AB	0535	1335	8				
DEFIELD M	0700/08+00f	MD							
GARLAND C	0700/08+00f	LC							ADM
GROCE C <i>Charles K. Groce</i>	1400/08+00f	OC	1335	2135	8				
HARTING S <i>Steve Harting</i>	0500/08+00f	SE	0450	1250	8				(b) (6)
JOHNSON C <i>Chad Johnson</i>	1600/08+00f	BH	1130	2130	10				(b) (6)
JONES S	RDO f	JT							
LAFLIN M <i>Mark Laflin</i>	1200/08+00f	MK	1130	1930	8				
MALOTT K <i>Kenneth J. Malott</i>	0500/08+00f	NK	0430	1230	8				
MARINO A	1300/08+00f	NY							VL1
POPP M	RDO f	MP							
PATHERFORD R <i>R. Patherford</i>	0000/08+00f	FO	0930	1530	6				(b) (6)
NDERS J	0700/08+00f	SJ							ADM
SCHOTT K <i>K. Schott</i>	0500/08+00f	EK	0430	1230	8				
SITTER L	RDO f	LO							
SPILLE J <i>James Spille</i>	1500/08+00f	QQ	1430	2230	8				4+00 EIC
STEFFEY E	0800/08+00f	QZ							(b) (6)
YOUNG M <i>Maura Young</i>	1500/08+00f	MO	1430	2230	8				





MIDS  
SUPERVISORS

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Tuesday, September 11, 20

NAME	SHIFT	INIT	TIMES IN	OUT	HRS	NON DUTY	LV	OJT HRS	REMARKS
COLLINS <i>[Signature]</i>	1500/08+00f	SC	1430	2320	8.5	0			(6)
JOHNSON D	1500/08+00f	DD							VL1
KOVACINSKI T	RDO	f	TK						
LEFFEW L	1400/08+00f	WL							VL1
LUTOMSKI <i>[Signature]</i>	RDO	f	SS	0800	1600				0.75
MCGRADY <i>[Signature]</i>	0600/08+00f 1000	CZ	0915	1745	8.5	0			(6)
PLACKE D	RDO	f	OP						(6)
SMITH <i>[Signature]</i>	1100/08+00f		1015	1830	8.5	0			(6)
THOMAS J <i>[Signature]</i>	0600/08+00f	TO	0530	1330	8				

ADDITIONAL ASSIGNMENTS/REMARKS


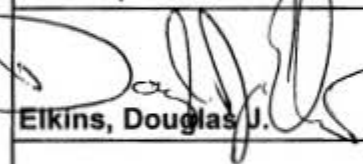
McGRADY 1Q 1000 A 9-10 SC

**PERSONNEL LOG**  
**MID SUPERVISOR'S SIGN ON / SIGN OFF**  
**AREA: "MIDS"**

ZDC-ARTCC-212  
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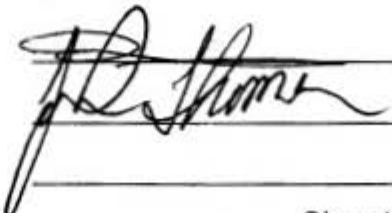
**DAY:** Tuesday

**DATE:** September 11, 2001

Name	Inits	PSN	Shift	Hours		Total	Leave	Comments
				In	Out			
 Allison, Thomas J.	AA <sup>PM</sup>	ASIC	2200	2130	0550	8+20		(b) (6)
 Elkins, Douglas J.	EL <sup>EL</sup>	ASIC	2200	2130	0605	8+35		(b) (6)
Willingham, Jeffery W.	JW	ASIC	2200				(b) (6)	

I certify that all entries are true and correct.

Mid:  
Day:  
Evening:



Shift: 22-0600  
Shift: \_\_\_\_\_  
Shift: \_\_\_\_\_

Signatures of Shift Supervisors.



FLIGHT DATA  
CONTROLLERS

Printed on 08/30/2001

Tuesday, September 11, 2001

NAME	SHIFT	INIT	TIMES			NON DUTY	OJT HRS	LV	REMARKS
			IN	OUT	HRS				
BARTLETT F <i>James E. Bartlett</i>	1400/08+00n	FF	1400	2130	7 1/2				
DICE S <i>Stephen R. Dice</i>	0700/08+00n	SD	0630	1430	8				
BERNHEIM M <i>M. Bernheim</i>	0600/08+00n	SB	2130	0530	8				
ESTES G <i>Cynthia D. Estes</i>	0700/08+00n	EG	0656	1456	8				
GREEN J <i>Jim Green</i>	1500/08+00n	XX	1430	2230	8				
HAYES G <i>Gay Hayes</i>	2200/08+00n	HS	0430	1230	8				
LUTZ S	RDO	n SA							
PETTYGREW P <i>P. Pettygrew</i>	1000/08+00n	CPA	0930	1730	8				
ROBBINS HUFF A	RDO	n AL							
TURNER J <i>James Turner</i>	1400/08+00n	TT	1330	2130	8				

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Printed on 08/30/2001

FLIGHT DATA - STAFFING/REQUESTS

Tuesday, September 11, 20

CONTROLLERS	FDCS	ASST/OTHER	SUP's
*BS EB			
0600 *BS HS(0500)			
0700 *SD *CY			
0800			
0900			SP
1000 *CP			
1100			
1200			
1300			
1400 *PF *TT			
1500 *XX			
1600			

Keys: "-" Less Than 8 Hr Shift, "^" 9 Hr Shift, "+" 10 Hr Shift, "\*" - Not Fully Radar Rated

NAME	DATE	REQUEST	ACTION	NAME	DATE	REQUEST	ACTION
1.				14.			
2. <i>Ebermer</i>	<i>2200</i>	<i>919</i>	<i>SP</i>	15.			
3. <i>Hayes</i>	<i>0500</i>	<i>919</i>		16.			
4.				17.			
5.				18.			
6.				19.			
7.				20.			
8.				21.			
9.				22.			
10.				23.			
11.				24.			
12.				25.			
				26.			



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AAL77

**SECTION 6**  
**FAA Form 7230-10, Position Log**  
**Automated Sign On/Sign Off (SISO) Data**





DATE= 09/11/01

SECTOR 45038T

POSITION FPL TRAVERSE AREA/CREW TIME-ON TIME-OFF SUB-TOTAL ACCUMULATED TIME

R89	LE	40	05:00	05:41	00:41	
R89	XH	45	05:41	05:53	00:12	
R89	CN	46	06:26	10:00	01:32	
R89	YB	45	10:00	10:37	00:37	
R89	FA	46	10:37	10:42	00:05	
R89	HA	44	10:42	11:32	00:50	
R89	EZ	41	11:32	12:10	00:38	
R89	YM	45	12:10	13:02	00:52	
R89	FA	46	13:02	13:07	00:05	
R89	FA	46	13:07	14:13	01:06	
R89	KS	46	14:13	14:30	00:17	
R89	DT	40	06:36	09:23	00:47	
R89	FX	47	09:23	11:26	02:35	
R89	KB	45	11:26	13:26	01:30	
R89	JF	43	14:08	15:11	01:03	012:50
R91	PM	17	11:35	12:02	00:27	
R91	RE	14	12:02	12:52	00:50	
R91	PM	17	12:52	13:43	00:51	
R91	RX	17	13:43	15:33	01:50	
R91	VP	14	13:42	15:33	01:51	005:49
R92	RX	17	11:54	12:36	00:42	
R92	ZY	14	13:05	13:36	00:31	
R92	ZY	13	13:36	14:09	00:31	
R92	SV	13	14:09	14:11	00:02	
R92	RE	14	13:20	14:11	00:51	002:41
R93	PB	75	11:53	11:59	00:06	
R93	EJ	74	11:59	12:55	00:56	
R93	ZU	71	12:55	14:07	01:12	
R93	KT	76	14:07	14:15	00:08	
R93	LO	73	12:39	14:11	01:32	
R93	FL	74	14:11	14:15	00:04	003:58
R94	OV	22	11:21	12:27	01:06	
R94	DI	23	12:27	14:09	02:22	
R94	ED	22	11:41	12:51	01:10	
R94	LM	25	12:51	13:14	00:23	
R94	YV	25	13:14	13:47	00:33	005:34
R95	GY	35	11:37	12:43	01:10	
R95	CO	36	12:43	13:23	00:45	
R95	FX	37	13:24	17:00	03:32	
R95	HY	30	10:52	11:32	00:40	
R95	RZ	35	11:32	11:53	00:26	
R95	AP	34	11:54	13:37	01:39	
R95	GY	35	13:37	14:08	00:31	003:43

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AAL77

I hereby certify this document is derived from magnetic compass recordings from September 11, 2001, 0500 UTC to September 12, 2001, 0500 UTC.

*Kenia P. Adkins*

Kenia P. Adkins  
Data Specialist, OA, ZID-505.3  
Indianapolis ARTCC

DATE= 09/11/01

SECTOR REPORT

POSITION	FPL	TRAFFIC	AREA/CHEM	TIME-ON	TIME-OFF	SUM-TOTAL	AC-CUMULATED
				TIME	TIME	TIME	TIME
R15	FX	47		04:20	09:22	01:02	
R35	EN	46		12:41	13:42	00:00	002:01
R40	JT	99	305	05:00	10:04	05:04	
R40	NK	97		10:20	12:30	02:10	
R40	EX	95		12:30	17:03	04:33	
R40	MC	98		17:03	21:33	04:30	016:33
R42	MC	99		21:55	05:00	03:05	005:05
R43	MC	99		21:33	23:55	02:22	002:22
R46	FM	73	305	05:00	05:02	00:02	
R46	FM	77		07:59	10:23	02:24	
R46	AX	74		10:23	12:25	01:02	
R46	TM	71		12:25	13:35	01:10	
R46	AX	74		13:35	16:17	02:42	
R46	RL	72		16:17	18:40	02:23	
R46	UA	74		18:40	19:08	00:28	
R46	RL	72		19:08	19:31	00:23	
R46	EG	74		19:31	19:31	00:00	
R46	OC	73		19:31	19:39	00:08	
R46	AK	74		19:39	19:39	00:00	
R46	RL	72		19:39	19:39	00:00	
R46	TR	74		19:39	19:39	00:00	011:22
R49	LA	61		11:01	12:57	01:56	
R49	JD	61		12:57	13:21	00:24	
R49	WM	62		13:21	16:16	02:55	
R49	UL/TH	65		13:50	14:15	00:25	
R49	CU	61		14:15	14:39	00:24	
R49	UL	65		13:23	13:50	00:27	
R49	OX	65		13:50	16:22	02:32	
R49	UL	65		16:22	16:38	00:16	005:19
R76	RL	72		11:18	12:02	00:44	
R76	TR	74		12:02	12:46	00:44	
R76	UA	74		12:46	14:03	01:17	
R76	RL	72		14:03	14:15	00:12	
R76	OC	73		14:15	15:56	01:41	
R76	BQ	74		15:56	16:15	00:19	004:33

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AALT7

I hereby certify this document is derived from magnetic computer recordings from September 11, 2001, 0500 UTC to September 12, 2001, 0500 UTC.

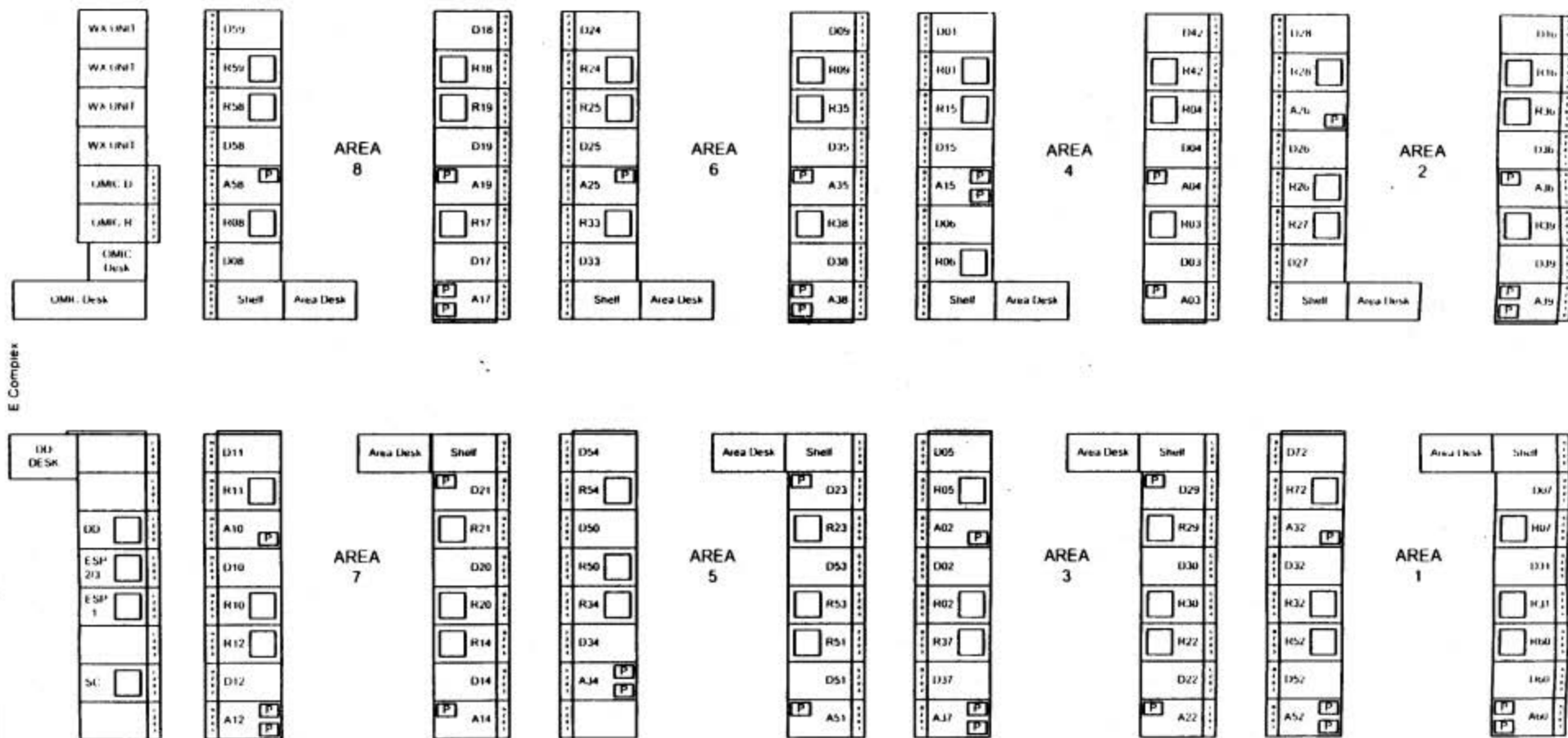
*Kenia P. Adams*  
Kenia P. Adams  
Data Specialist, OA, ZID-505.3  
Indianapolis ARTCC

ZDC-ARTCC-212  
AAL77

SECTION 7  
Facility Layout Chart



# DSR CONTROL ROOM



Created by: BIL Sefton  
Date created: 01/00  
Date modified: 06/01  
Author:  
Page: 1

DSR  
ZDC-510

For: 1. No other copies of this document

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SECTION 8  
Flight Progress Strip

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AAL77

AAL77

L/B752/E  
T458  
05  
266 02

	1	220	IAD LDN J134 HNN	6553
			J134 STL J110 FMN	
			J64 PGS J128 CIVET	
			CIVET4 LAX	
	22	120		
IAD P1210		390		IAD IA+

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AAL77

SECTION 9  
Transcription of Voice Recordings





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: **INFORMATION:** Full Transcript;  
Aircraft Accident AAL77;  
Washington, DC; September 11, 2001

Date: January 17, 2002

From: Washington ARTCC

Reply to  
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC R05 position for the time period from September 11, 2001, 1220 UTC to September 11, 2001, 1236 UTC.

## Agencies Making Transmissions

Washington ARTCC Linden Radar  
Canadair Challenger N529GP  
Colgan Air Flight 5960  
American Airlines Flight 1441  
Cessna Citation 10 N1AP  
Mesa Aviation Services Flight 5789  
United Airlines Flight 299  
Federal Express Flight 3212  
American Airlines Flight 77  
Unknown  
United Airlines Flight 605  
Beech Kingair N497P  
Cessna Centurion N6579X  
Southwest Airlines Flight 113  
Washington ARTCC Blueridge Radar  
Mesa Aviation Services Flight 5781  
Executive Jet Aviation Flight 315  
Southwest Airlines Flight 465  
U.S. Navy F-14 Bandwagon Flight 12

## Abbreviations

R05  
N529GP  
CJC5960  
AAL1441  
N1AP  
ASH5789  
UAL299  
FDX3212  
AAL77  
UNK  
UAL605  
N497P  
N6579X  
SWA113  
R15  
ASH5781  
EJA315  
SWA465  
BDWN12

ZDC-ARTCC-212

AAL77

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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:



Glen Trautner  
Support Specialist QA  
Washington ARTCC

1220		
1220:33	R05	five two niner golf papa descend and maintain flight level two five zero
1220:36	N529GP	two five zero five two nine golf pop
1221		
1221:21	R05	colgan fifty nine sixty contact dulles approach one two zero point four five
1221:27	CJC5960	twenty forty five good day comman er colgan fifty nine sixty
1221:33	R05	american fourteen forty one contact washington center one three three point two seven
1221:36	AAL1441	thirty three twenty seven american fourteen forty one so long
1221:39	R05	so long
1222		
1222:29	R05	november one alpha papa contact washington center one two one point six seven
1222:33	N1AP	two one six seven one alpha pop
1222:38	ASH5789	center good morning airshuttle fifty seven eighty nine two seven oh level and smooth

1222:43	R05	airshuttle fifty seven eighty nine washington center roger
1222:51	UAL299	united two ninety nine two three oh for two four oh
1222:53	R05	united two ninety nine roger higher for you in about five miles traffic at ah one o'clock six miles northeast bound at two five zero and ah higher for you in just a moment
1223		
1223:02	UAL299	(unintelligible)
1223:31	R05	november five two niner golf papa descend and maintain flight level one niner zero
1223:36	N529GP	one nine oh for five two nine golf pop
1223:38	R05	united two ninety nine climb and maintain flight level two seven zero
1223:40	UAL299	out of two three eight for two seven zero united two nine nine
1223:44	R05	five two niner golf papa contact washington center one three four point one five
1223:48	N529GP	thirty four one five good day
1223:54	FDX3212	good morning washington fedex thirty two twelve heavy out of fourteen one for seventeen thousand

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AAL77  
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1224:00	R05	fedex thirty two twelve heavy washington center roger climb and maintain flight level two three zero
1224:06	FDX3212	up to two three zero fedex thirty two twelve heavy
1225		
1225:09	R05	united two ninety nine contact washington center one three three point two seven
1225:13	UAL299	thirty three twenty seven united two nine nine good day
1225:14	R05	good day fedex thirty two twelve heavy climb and maintain flight level two seven zero
1225:20	FDX3212	o k up to two seven zero now fedex thirty two twelve heavy
1225:27	R05	airshuttle fifty seven eighty nine cross the docks intersection at and maintain one five thousand dulles altimeter three zero two one
1225:34	ASH5789	docks at one five thousand airshuttle fifty seven eighty nine
1225:49	AAL77	ah center american seventy seven with you passing one three decimal zero for one seven thou
1225:57	R05	american seventy seven washington center roger climb and maintain flight level two seven zero
1226:01	AAL77	two seven zero american seventy seven



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1226:14	UNK	that traffic going over to grand county what's your altitude
1226:23	UAL605	washington center good morning united six zero five with you fourteen seven for one seven thousand
1226:27	N497P	king air four nine seven papa one three thousand
1226:31	R05	united six zero five washington center roger climb and maintain flight level two seven zero
1226:36	UAL605	flight level two seven zero united six zero five
1226:39	R05	november four niner seven papa washington center dulles altimeter three zero two one
1226:42	N497P	zero two one
1227		
1227:31	N6579X	washington center centurion six five seven niner xray with you at six thousand
1227:36	R05	centurion six five seven niner xray washington center roger let's see charlottesville altimeter three zero two one and you still requesting twelve
1227:46	N6579X	seven nine xray request is twelve
1227:47	R05	o k we'll have higher for you in a moment
1227:49	R05	five and two

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1227:49	UNK	point for you kansas six fifteen
1227:53	R05	point out approved
1227:54	UNK	and if you want to expand out execjet with thirty seven oh seven will be descending to twenty seven
1227:57	R05	point out approved
1227:57 1228	UNK	thanks el d
1228:04	R05	hagerstown north arrival ninety eight like turn to charleston with fedex thirty two twelve
1228:07	UNK	(unintelligible)
1228:16	R05	fedex thirty two twelve ah cleared direct charleston
1228:18	FDX3212	direct charleston fedex thirty two twelve heavy thanks
1228:25	R05	november six five november six five seven nine xray climb and maintain one zero ten thousand
1228:31	N6579X	one zero ten thousand seven niner xray
1228:50	SWA113	center good morning southwest one thirteen eighteen seven for two three oh
1228:55	R05	southwest one thirteen washington center roger
1229		

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1229:07	R05	fedex thirty two twelve heavy contact washington center one three three point two seven
1229:12	FDX3212	thirty three twenty seven fedex thirty two twelve heavy so long
1229:13	R05	so long
1229:26	R05	(unintelligible) five and two
1229:28	R15	yeah sector fifteen and one point out on november six two sierra he actually stays in my airspace but i know i gave you control for lower on two delta november so just reference six two sierra delta november (unintelligible) for lower
1229:55	R05	southwest one thirteen climb and maintain flight level two seven zero
1229:58 1230	SWA113	two seven zero southwest one thirteen
1230:26	R05	five and two
1230:27	UNK	kansas fifteen gonna go down to twenty four
1230:29	R05	approved
1230:30	R05	airshuttle fifty seven eighty nine contact dulles approach one two three point eight two
1230:35	ASH5789	twenty three eighty two airshuttle fifty seven eighty nine

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1230:38	R05	american seventy seven contact washington center one three three point two seven
1230:42	AAL77	ah thirty three twenty seven american seventy seven thanks good day
1230:45	R05	airshuttle fifty seven eighty one climb and maintain flight level two zero zero
1230:49	ASH5781	up to two zero zero airshuttle fifty seven eighty one
1231		
1231:50	R05	united six zero five contact washington center one three three point two seven
1231:53	UAL605	thirty three twenty seven united six zero five so long
1231:54	R05	so long
1232:00	EJA315	good morning center execjet three fifteen two one zero
1232:03	R05	execjet three fifteen washington center roger
1232:08	R05	airshuttle fifty seven eighty one climb and maintain flight level two two zero
1232:11	ASH5781	up to two two zero shuttle fifty seven eighty one
1232:14	R05	five and two



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1232:15	UNK	another point out jetlink thirty six fifty two going down to twenty five
1232:17	R05	point out approved
1232:18	UNK	thanks
1232:56	SWA465	washington center southwest four sixty five nineteen for two three zero
1233:00	R05	southwest four sixty five washington center roger
1233:04	R05	execjet three fifteen descend and maintain one seven thousand dulles altimeter three zero two one
1233:09	EJA315	one seven thousand three zero two one execjet three fifteen
1233:30	SWA113	you have higher for southwest one thirteen
1233:33	R05	ah no i don't expect higher in about twenty miles
1233:37 1234	SWA113	o k
1234:30	R05	southwest four sixty five climb and maintain flight level two seven zero
1234:32	SWA465	two seven zero southwest four sixty five (unintelligible)
1234:43	R05	execjet three fifteen descend and maintain one four thousand

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1234:46	EJA315	one four thousand execjet three fifteen
1234:50	R05	four niner seven papa descend and maintain one one eleven thousand
1234:54	N497P	(unintelligible) leaving one three to one one thousand
1235:00	BDWN12	washington center wagon one two flight level two zero zero
1235:05	R05	oh one one two washington center roger
1235:09	R05	southwest one thirteen contact washington center one three three point two seven
1235:13	SWA113	thirty three twenty seven southwest one thirteen see ya
1235:16 1236	R05	see ya

End of Transcript



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: **INFORMATION:** Full Transcript;  
Aircraft Accident AAL77;  
Washington, DC; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to  
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC D05 position for the time period from September 11, 2001, 1220 UTC to September 11, 2001, 1236 UTC.

## Agencies Making Transmissions

## Abbreviations

Washington ARTCC Linden Radar  
Canadair Challenger N529GP  
Colgan Air Flight 5960  
American Airlines Flight 1441  
Cessna Citation 10 N1AP  
Mesa Aviation Services Flight 5789  
United Airlines Flight 299  
Federal Express Flight 3212  
American Airlines Flight 77  
Unknown  
United Airlines Flight 605  
Beech Kingair N497P  
Cessna Centurion N6579X  
Mesa Aviation Services Flight 5781  
Washington ARTCC Linden Radar Associate  
Dulles Approach Control  
Southwest Airlines Flight 113  
Executive Jet Aviation Flight 315  
Jetlink Flight 4139  
Southwest Airlines Flight 465  
U.S. Navy F-14 Bandwagon Flight 12

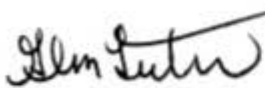
R05  
N529GP  
CJC5960  
AAL1441  
N1AP  
ASH5789  
UAL299  
FDX3212  
AAL77  
UNK  
UAL605  
N497P  
N6579X  
ASH5781  
D05  
IAD  
SWA113  
EJA315  
BTA4139  
SWA465  
BDWN12

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I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:



Glen Trautner  
Support Specialist QA  
Washington ARTCC

1220		
1220:33	R05	five two niner golf papa descend and maintain flight level two five zero
1220:36	N529GP	two five zero five two nine golf pop
1221		
1221:21	R05	colgan fifty nine sixty contact dulles approach one two zero point four five
1221:27	CJC5960	twenty forty five good day comman er colgan fifty nine sixty
1221:33	R05	american fourteen forty one contact washington center one three three point two seven
1221:36	AAL1441	thirty three twenty seven american fourteen forty one so long
1221:39	R05	so long
1222		
1222:29	R05	november one alpha papa contact washington center one two one point six seven
1222:33	N1AP	two one six seven one alpha pop
1222:38	ASH5789	center good morning airshuttle fifty seven eighty nine two seven oh level and smooth



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1222:43	R05	airshuttle fifty seven eighty nine washington center roger
1222:51	UAL299	united two ninety nine two three oh for two four oh
1222:53	R05	united two ninety nine roger higher for you in about five miles traffic at ah one o'clock six miles northeast bound at two five zero and ah higher for you in just a moment
1223		
1223:02	UAL299	(unintelligible)
1223:31	R05	november five two niner golf papa descend and maintain flight level one niner zero
1223:36	N529GP	one nine oh for five two nine golf pop
1223:38	R05	united two ninety nine climb and maintain flight level two seven zero
1223:40	UAL299	out of two three eight for two seven zero united two nine nine
1223:44	R05	five two niner golf papa contact washington center one three four point one five
1223:48	N529GP	thirty four one five good day
1223:54	FDX3212	good morning washington fedex thirty two twelve heavy out of fourteen one for seventeen thou
1224:00	R05	fedex thirty two twelve heavy washington center roger climb and maintain flight level two three zero

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1224:06	FDX3212	up to two three zero fedex thirty two twelve heavy
1225		
1225:09	R05	united two ninety nine contact washington center one three three point two seven
1225:13	UAL299	thirty three twenty seven united two ninety nine good day
1225:14	R05	good day fedex thirty two twelve heavy climb and maintain flight level two seven zero
1225:20	FDX3212	o k up to two seven zero now fedex thirty two twelve heavy
1225:27	R05	airshuttle fifty seven eighty nine cross the docks intersection at and maintain one five thousand dulles altimeter three zero two one
1225:34	ASH5789	docks at one five thousand airshuttle fifty seven eighty nine
1225:49	AAL77	ah center american seventy seven with you passing one three decimal zero for one seven thou
1225:57	R05	american seventy seven washington center roger climb and maintain flight level two seven zero
1226:01	AAL77	two seven zero american seventy seven
1226:14	UNK	that traffic going over to grand county what's your altitude

1226:23	UAL605	washington center good morning united six zero five with you fourteen seven for one seven thousand
1226:27	N497P	king air four nine seven papa one three thousand
1226:31	R05	united six zero five washington center roger climb and maintain flight level two seven zero
1226:36	UAL605	flight level two seven zero united six zero five
1226:39	R05	november four niner seven papa washington center dulles altimeter three zero two one
1226:42 1227	N497P	zero two one
1227:31	N6579X	washington center centurion six five seven niner xray with you at six thousand
1227:36	R05	centurion six five seven niner xray washington center roger let's see charlottesville altimeter three zero two one and you still requesting twelve
1227:46	N6579X	seven nine xray request is twelve
1227:47 1228	R05	o k we'll have higher for you in a moment
1228:04	UNK	hagerstown north arrival ninety eight
1228:06	ASH5781	washington approach airshuttle fifty seven eighty one out of fourteen nine for one seven thousand

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1228:14	D05	west arrival thirty line linden casanova
1228:18	IAD	yes sir
1228:19	D05	seven nine xray my control higher
1228:19	IAD	affirmative (unintelligible)
1228:22	D05	(unintelligible)
1228:25	R05	november six five november six five seven nine xray climb and maintain one zero ten thousand
1228:31	N6579X	one zero ten thousand seven niner xray
1228:50	SWA113	center good morning southwest one thirteen eighteen seven for two three oh
1228:55	R05	southwest one thirteen washington center roger
1229		
1229:07	R05	fedex thirty two twelve heavy contact washington center one three three point two seven
1229:12	FDX3212	thirty three twenty seven fedex thirty two twelve heavy so long
1229:16	R05	so long
1229:55	R05	southwest one thirteen climb and maintain flight level two seven zero
1229:58	SWA113	two seven zero southwest one thirteen



1230  
1230:30 R05 airshuttle fifty seven eighty nine contact  
dulles approach one two three point eight  
two

1230:35 ASH5789 twenty three eighty two airshuttle fifty  
seven eighty nine

1230:38 R05 american seventy seven contact washington  
center one three three point two seven

1230:42 AAL77 ah thirty three twenty seven american  
seventy seven thanks good day

1230:45 R05 airshuttle fifty seven eighty one climb and  
maintain flight level two zero zero

1230:49 ASH5781 up to two zero zero airshuttle fifty seven  
eighty one  
1231

1231:50 R05 united six zero five contact washington  
center one three three point two seven

1231:53 UAL605 thirty three twenty seven united six zero  
five so long

1231:56 R05 so long

1232:00 EJA315 good morning center execjet three fifteen  
two one zero

1232:03 R05 execjet three fifteen washington center  
roger

1232:08 R05 airshuttle fifty seven eighty one climb and  
maintain flight level two two zero

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1232:11	ASH5781	up to two two zero shuttle fifty seven eighty one
1232:38	BTA4139	one two seven niner two jetlink forty one thirty nine
1232:41	UNK	go linden
1232:42	D05	execjet three fifteen my control lower
1232:44	UNK	um yes seventeen
1232:45	D05	(unintelligible) uh what you got azalea also
1232:46	UNK	i have what
1232:48	D05	do you have azalea also
1232:51	UNK	i do
1232:52	D05	can we keep going down reference that sixteen reference that one thirty
1232:53	UNK	you can
1232:54	D05	thanks
1232:55	UNK	uh ha
1232:56	SWA465	washington center southwest four sixty five nineteen for two three zero

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1233:00	R05	southwest four sixty five washington center roger
1233:04	R05	execjet three fifteen descend and maintain one seven thousand dulles altimeter three zero two one
1233:09	EJA315	one seven thousand three zero two one execjet three fifteen
1233:30	SWA113	you have higher for southwest one thirteen
1233:33	R05	ah no i don't expect higher in about twenty miles
1233:37 1234	SWA113	o k
1234:30	R05	southwest four sixty five climb and maintain flight level two seven zero
1234:32	SWA465	two seven zero southwest four sixty five (unintelligible)
1234:43	R05	execjet three fifteen descend and maintain one four thousand
1234:46	EJA315	one four thousand execjet three fifteen
1234:50	R05	four niner seven papa descend and maintain one one eleven thousand
1234:54	N497P	(unintelligible) leaving one three to one one thousand

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1235:00	BDWN12	washington center wagon one two flight level two zero zero
1235:05	R05	oh one one two washington center roger
1235:09	R05	southwest one thirteen contact washington center one three three point two seven
1235:13	SWA113	thirty three twenty seven southwest one thirteen see ya
1235:16 1236	R05	see ya

End of Transcript





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# Memorandum

Subject: **INFORMATION:** Full Transcript;  
Aircraft Accident; AAL77;  
Washington, D.C.; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to  
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC R03 position for the time period from September 11, 2001, 1226 UTC to September 11, 2001, 1246 UTC.

## Agencies Making Transmissions

## Abbreviations


Washington ARTCC Moorefield Radar	R03
U S Airways Flight 369	USA369
American Airlines Flight 1495	AAL1495
Southwest Airlines Flight 1317	SWA1317
United Airlines Flight 299	UAL299
American Airlines Flight 1159	AAL1159
Jetlink Flight 3707	BTA3707
American Airlines Flight 1873	AAL1873
Unknown	UNK
Southwest Airlines Flight 654	SWA654
Continental Airlines Flight 1535	COA1535
Federal Express Flight 3212	FDX3212
Continental Airlines Flight 1131	COA1131
Jetlink Flight 3043	BTA3043
American Airlines Flight 77	AAL77
Dassault Falcon 50 N89BM	N89BM
American Airlines Flight 1441	AAL1441
United Airlines Flight 605	UAL605
Jetlink Flight 3602	BTA3602
Federal Express Flight 3222	FDX3222
American Airlines Flight 1663	AAL1663
Southwest Airlines Flight 113	SWA113
American Airlines Flight 483	AAL483
Continental Airlines Flight 1474	COA1474
Israel Aircraft 1124 N161X	N161X
Cessna 560 N627XL	N627XL
Cleveland ARTCC	ZOB
American Airlines Flight 2493	AAL2493
Southwest Airlines Flight 465	SWA465

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United Parcel Service Flight 2019  
Red Rock Flight 70  
Washington ARTCC Blueridge Radar  
U S Airways Flight 2298  
Airshuttle Flight 5781  
Indianapolis ARTCC  
Israel Aircraft 1124 N26T

UPS2019  
ROK70  
R15  
USA2298  
ASH5781  
ZID  
N26T

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving American 77:

  
Glen Trautner  
Support Specialist QA  
Washington ARTCC

1226:00	R03	u s air three sixty nine climb and maintain flight level two seven Zero
1226:05	USA369	out of twenty six for two seven oh u s air three sixty nine
1226:10	AAL1495	american fourteen ninety five climbing through two nine oh for three one zero
1226:18	R03	american fourteen ninety five washington center roger
1226:26	SWA1317	washington center southwest thirteen seventeen flight level three five zero
1226:32	R03	southwest thirteen seventeen washington center at three five zero roger
1226:36	R03	other aircraft calling the center unanswered say again

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1226:39	UAL299	united two ninety nine like to put three five zero on request
1226:44	R03	united two ninety nine i have your request
1226:57	R03	u s air three sixty nine contact washington one three three point zero two
1227:01	USA369	thirty three zero two u s air three sixty nine so long
1227:05	R03	american eleven fifty nine contact indianapolis one one niner point five two
1227:10	AAL1159	ninteen fifty two
1227:12	R03	affirmative
1227:13	AAL1159	thanks good day
1227:18	R03	jetlink thirty seven zero seven contact washington one three three point zero two
1227:25	BTA3707	one three three zero two jetlink thirty seven oh seven
1227:32	R03	american eighteen seventy three contact indy one two seven point four
1227:39	AAL1873	one twenty seven four understand that's for american eighteen seventy three

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1227:44	R03	american eighteen seventy three indy one two seven point four
1227:50 1228	AAL1873	two seven four
1228:04	R03	i like to turn to charleston with fedex thirty two twelve or if you could do that now
1228:10	UKN	i'll do that (unintelligible)
1228:12	SWA654	southwest six fifty four leveling three seven zero good morning
1228:16	R03	southwest six fifty four washington center roger
1228:20	R03	american fourteen ninety five cleared direct charleston
1228:24	AAL1495	direct charleston american fourteen ninety five
1228:27	R03	american fourteen ninety five say your mach number today at three five zero
1228:31	AAL1495	ah we're leveling at thirty one sir
1228:36	R03	american fourteen ninety five roger climb and maintain three five zero what's your mach number today at thirty five
1228:42	AAL1495	ah we don't want thirty five sir we want to level at thirty one and we are goin to do eight one



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1228:46	R03	american fourteen ninety five roger i'm showing something different on your strip sir ah maintain flight level three one zero i'll show that as your final normal speed
1228:54	AAL1495	yes sir at three one oh ah we told that about six controllers ago for a final
1228:59	R03	roger
1229:01	R03	continental fifteen thirty five confirm level at three five zero
1229:09	R03	continental fifteen thirty five confirm level three five zero
1229:20	FDX3212	good morning washington fedex thirty two twelve heavy out twenty two point five for two seven zero
1229:26	R03	fedex thirty two twelve heavy washington center roger expect higher in about one zero miles
1229:33	FEX3212	thirty two twelve thanks
1229:35	R03	continental one thirty one turn twenty degrees right vector for traffic
1229:40	COA1131	and confirm that was for eleven thirty one sir
1229:42	R03	continental eleven thirty one turn twenty right vector for traffic
1229:45	COA1131	eleven thirty one wilco

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1230

1230:09 R03 continental fifteen thirty five contact  
indy one two zero point two seven

1230:17 UNK no you shouldn't be hold on one second

1230:20 R03 see if you got continental fifteen  
thirty five on

1230:23 UNK marlington on the ninety

1230:24 UNK ah put him on you

1230:26 R03 jetlink thirty forty three contact indy  
one two seven point four

1230:30 UNK marlington on the ninety

1230:31 BTA3043 two seven point four thirty forty three

1230:33 UNK moorefield thirty nine line this is  
henderson

1230:38 R03 southwest thirteen seventeen turn  
twenty degrees left vector for traffic

1230:44 SWA1317 twenty degrees left southwest thirteen  
seventeen

1230:51 R03 fedex thirty two twelve climb and  
maintain flight level three five zero

1230:56 FDX3212 o k out of twenty four four for three  
five zero fedex thirty two twelve heavy

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1231:01	R03	november eight niner brave mike contact indy one two zero point two seven
1231:08	AAL77	i blocked you american seventy seven passing two five decimal one for two seven oh
1231:13	N89BM	two nine bravo mike you were blocked
1231:16	R03	o k two calling at once november eight niner bravo mike indy one two zero point two seven sir
1231:21	N89BM	twenty twenty seven eight nine bravo mike so long
1231:23	R03	american seventy seven ah climb climb and maintain flight level two niner zero sir
1231:30	AAL77	two nine zero american seventy seven
1231:37	R03	american fourteen forty one climb and maintain flight level three five zero
1231:41	AAL1441	three five oh american fourteen forty one
1231:47 1232	R03	continental fifteen thirty five center
1232:05	UAL605	washington good morning united six zero five twenty four six for two seven zero
1232:13	R03	and i missed you checking in say again please

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1232:16	UAL605	united six zero five with you passing twenty five for two seven zero
1232:19	R03	united six zero five washington center climb and maintain flight level three one zero
1232:24	UAL605	flight level three one zero united six zero five any adverse ride reports this morning
1232:28	R03	ah no sir
1232:30	R03	jetlink thirty six zero two contact washington one three three point zero two
1232:35	BTA3602	three three zero two jetlink thirty six zero two
1232:41	R03	continental continental fifteen thirty five are you out there
1233		
1233:08	COA1535	wash continental fifteen thirty five checking on three five zero
1233:12	R03	continental fifteen thirty five contact indianapolis now on one two zero point two seven
1233:18	COA1535	twenty twenty seven continental fifteen thirty five good day
1233:21	R03	southwest six fifty four cleared dilec cleared direct columbia
1233:26	SWA654	southwest six fifty four direct columbia



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1233:43	R03	southwest thirteen seventeen cleared direct to yocky
1233:46	SWA1317	direct yocky southwest thirteen seventeen (unintelligible)
1233:52	FDX3222	center good morning ah fedex thirty two twenty two heavy two eight zero
1233:58 1234	R03	say again sir
1234:01	FDX3222	fedex three two two two two eight zero
1234:04	R03	fedex thirty two twenty two washington center roger
1234:16	R03	american seventy seven turn twenty degrees right vector for your climb
1234:19	AAL77	ah turn twenty right american seventy seven
1234:27	R03	american sixteen sixty three contact indy one two zero point two seven
1234:31	AAL1663	zero two seven american sixteen sixty three good day
1234:33	R03	american fourteen forty one contact indy one two zero point two seven
1234:38	AAL1441	twenty twenty seven hope you have a good one american fourteen forty one
1234:44	R03	southwest thirteen seventeen indianapolis one two zero point two seven

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1234:49	SWA1317	ah you're breaking up ah confirm that was for southwest thirteen seventeen one two zero point two seven
1234:56	R03	southwest thirteen seventeen twenty twenty seven sir good day
1235:00	SWA1317	alright i copy thank you
1235:01	R03	southwest six fifty four contact washington one three three point zero two
1235:07	SWA654	southwest six fifty four thirty three oh two good day
1235:13	R03	continental eleven thirty one cleared direct charleston
1235:15	COA1131	direct charleston eleven thirty one
1235:20	SWA113	center southwest one thirteen two seven oh
1235:23	R03	southwest one thirteen washington center higher in five miles
1235:28	SWA113	roger we'd like to put direct zanny on our request please
1235:32	R03	i have your request
1235:47	R03	fedex thirty two twelve amend altitude maintain flight level three one zero

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1235:51 FDX3212 o k we'll stop it at three one zero  
fedex thirty two twelve heavy  
1236

1236:07 R03 united two ninety nine contact  
indianapolis one two seven point four

1236:10 UAL299 twenty seven four united two ninety nine  
good morning

1236:13 R03 american four eighty three contact indy  
one two zero point two seven

1236:17 AAL483 two zero two seven american four eighty  
three

1236:22 COA1474 hello washington continental fourteen  
seventy four at three one zero

1236:25 R03 continental fourteen seventy four  
washington center roger

1236:32 N161X washington westwind one six one xray with  
you at three three zero

1236:37 R03 southwest one thirteen climb and maintain  
flight level three niner zero correction  
climb and maintain flight level three five  
zero and give me two thousand feet per  
minute or greater through three three  
zero please

1236:47 SWA113 o k up to three five oh and we'll ah do  
what you said

1236:57 N161X washington westwind one six one xray  
checking in at three three oh

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1237:02	R03	november one six one correction november one six one xray washington center roger
1237:31	R03	american seventy seven recleared direct charleston climb and maintain cor correction recleared direct henderson sir climb and maintain flight level three niner zero
1237:39	AAL77	direct henderson out of two nine for three nine oh requesting three five zero for a final american seventy seven
1237:54	AAL77	ah center american ah seventy seven you copy the request for three five zero as a final
1237:59	R03	american seventy seven ah roger maintain flight level three five zero show that as your final
1238:03	AAL77	three five zero for a final american seventy seven thank you sir
1238:13	R03	american fourteen ninety five turn one five fifteen degrees right
1238:17	AAL1495	fifteen right american fourteen ninety five we can see him out there
1238:35	N627XL	good morning washington citation six two seven xray lima three seven zero
1238:46	R03	continental eleven thirty one contact indy one one niner point five two



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1238:51	COA1131	one one niner decimal five two continental eleven thirty one good day
1238:54 1239	ZOB	blueridge belair seventy five
1239:10	R03	fedex thirty two twelve climb and maintain flight level three five zero
1239:14	FDX3212	three one for three five zero fedex thirty two twelve heavy
1239:20	UNK	moorefield on the ninety stop american
1239:26	AAL2493	american twenty four ninety checking on three five oh good ride
1239:29	R03	american seventy seven amend your altitude maintain flight level three three zero for traffic
1239:33	UNK	elkins ninety six departure
1239:36	AAL77	american seventy seven stop at three three zero
1239:41	UNK	american four ninety one cleared direct bowling green
1239:43	AAL2493	american twenty four ninety three three five oh good ride
1239:53	R03	and who just checked in with a good ride
1239:56	AAL2493	it was american twenty four ninety three sir three five oh

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1239:59	R03	american twenty four ninety three roger
1240:03	R03	american seventy seven contact indy center one two zero point two seven
1240:06	AAL77	twenty twenty seven american seventy seven thanks sir good day
1240:13	R03	november one six one xray contact cleveland one two five point four two
1240:21	N161X	twenty five forty one two six one xray
1240:24	R03	november six two seven xray lima center
1240:27	N627XL	seven xray lima go ahead
1240:35	N627XL	seven xray lima go ahead center
1240:36	R03	november seven xray lima descend and maintain flight level three five zero
1240:40	N627XL	down to three five zero seven xray lima
1240:43	R03	southwest ah one thirteen climb and maintain flight level three niner zero
1240:47	SWA113	three nine zero southwest one thirteen normal rate
1240:52	R03	ah yes sir
1240:53	SWA113	thank you sir

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1241

1241:02 R03 november six two seven xray lima  
descend and maintain flight level three  
three zero

1241:06 N627XL three three zero seven xray lima

1241:09 R03 november seven xray lima good rate down  
to thirty three please for traffic

1241:13 N627XL o k we'll give you a good rate seven  
xray lima

1241:15 R03 american fourteen ninety five recleared  
cleared direct yocky

1241:20 AAL1495 ah recleared direct to yocky was that  
for american fourteen ninety five

1241:25 R03 i'm sorry sir ah recleared direct  
charleston american fourteen ninety  
five

1241:29 AAL1495 ah direct charleston american fourteen  
ninety five we can go to yocky

1241:33 R03 ah no sir i need you at charleston now  
thank you

1241:36 AAL1495 all right direct charleston

1241:38 R03 fedex thirty two twelve contact indy on  
one two zero point two seven

1241:42 FDX3212 twenty twenty seven fedex thirty two  
twelve so long

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1241:46	SWA465	washington southwest four sixty five two seven oh lookin for higher
1241:50	R03	southwest four sixty five washington center roger climb and maintain flight level three ah one zero and cleared direct charleston
1241:58	SWA465	up to three one zero on the final and direct to charley west southwest four sixty five
1242:12	R03	american fourteen ninety five thanks for your help sir contact indy one two seven point four
1242:20	AAL1495	ah twenty seven four american fourteen ninety five
1242:26	UPS2019	u p s two ah zero nineteen heavy at ah three one oh
1242:31	R03	u p s twenty nineteen heavy washington center roger
1242:35	ROK70	washington center good morning red rock seventy is twenty five for two seven oh
1242:41	R03	red rock seventy washington center higher in five miles
1242:47	R03	united six zero five has traffic ten o'clock five miles north bound at ah three three zero west wind
1242:53	UAL605	we're lookin united six zero five

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1242:55	R03	united six zero five contact indy one two seven point four
1242:58	UAL605	twenty seven four united six zero five
1243:00	R03	go ahead blueridge
1243:01	R15	blueridge point out if you can airshuttle seventeen eighty one requesting flight level two eight zero jet one forty nine
1243:05	R03	ah i don't know who you are talking about
1243:08	R15	i thought i put it on you mark let me try it again sorry
1243:10	USA2298	(unintelligible) washington u s air twenty two ninety eight two eight zero
1243:13	R03	ah twenty eight and i'll talk to him
1243:16	R15	you want to talk to him o k i'll flash him to you here he you goes
1243:20	UPS2019	u p s twenty nineteen heavy like to climb to thirty five if available
1243:29	UNK	valley hazard ninety three
1243:30	R03	u p s twenty nineteen roger climb maintain flight level three five zero and what's your ah mach number gonna be at thirty five today



1243:37      UPS2019      ah be bout seven nine or eight oh

1243:45      R03            american twenty four ninety three  
say your mach number

1243:48      AAL2493        we're doing point seven five now for  
american twenty four ninety three

1243:54      R03            and can you increase that at all

1243:59      AAL2493        that we can do seven six that's all we  
can do twenty four ninety three

1244:02      R03            u p s twenty nineteen before you start  
a good rate of climb there you'll be  
restricted to seven six at thirty five

1244:14      UPS2019        is it smooth up there

1244:16      R03            ah yes sir all my altitudes are smooth

1244:18      UPS2019        yeah we'll go ahead

1244:20      R03            say again

1244:21      UPS2019        we will go ahead to three five oh

1244:23      R03            roger do not exceed seven six when you  
reach three five zero sir

1244:27      UPS2019        all right seven six eh

1244:30      R03            american twenty four ninety three  
maintain mach seven six or greater

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1244:33	AAL2493	ah maintain seven six or greater for twenty four ninety three
1244:37	ASH5781	good morning center airshuttle fifty seven eighty one with you at two four oh
1244:42	R03	airshuttle fifty seven eighty one washington center roger
1244:52	R03	airshuttle fifty seven eighty one climb and maintain flight level two eight zero
1244:56	ASH5781	climb two eight zero shuttle fifty seven eighty one
1245		
1245:01	R03	november six two seven xray lima traffic at your ten o'clock and ah two zero miles southwest bound seven thirty seven at three one zero
1245:09	N627XL	seven xray lima
1245:11	R03	nov southwest four sixty five traffic at your two o'clock and two zero miles southeast bound at three three zero is a citation jet
1245:19	SWA465	southwest ah four sixty five searching
1245:41	ZID	moorefield charleston on the nine line
1245:41	ZID	moorefield charleston on the nine line
1245:44	R03	moorefield

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1245:45      ZID            yeah airshuttle fifty seven eighty one  
could you stop him at two seven zero my  
control (unintelligible)

1245:47      R03            two seven (unintelligible)

1245:48      N26T           hello washington west wind two six  
tango's out of thirty point four  
descending two eight zero

1245:58      R03            ah november two six tango washington  
center roger

1246

End of Transcript



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

Subject: **INFORMATION:** Full Transcript;  
Aircraft Accident; AAL77;  
Washington, D.C.; September 11, 2001

Date: April 29, 2002

From: Washington ARTCC

Reply to  
Attn. of:

To: Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Washington ARTCC D03 position for the time period from September 11, 2001, 1226 UTC to September 11, 2001, 1246 UTC.

## Agencies Making Transmissions

## Abbreviations

Washington ARTCC Moorefield Radar	R03
U S Airways Flight 369	USA369
American Airlines Flight 1495	AAL1495
Southwest Airlines Flight 1317	SWA1317
United Airlines Flight 299	UAL299
American Airlines Flight 1159	AAL1159
Jetlink Flight 3707	BTA3707
American Airlines Flight 1873	AAL1873
Southwest Airlines Flight 654	SWA654
Washington ARTCC Moorefield Radar Assoc.	D03
Indianapolis ARTCC Bobcat Sector	BOBCAT
Federal Express Flight 3212	FDX3212
Continental Airlines Flight 1131	COA1131
Unknown	UNK
Jetlink Flight 3043	BTA3043
Indianapolis Henderson Sector	HNN
American Airlines Flight 77	AAL77
Dassault Falcon 50 N89BM	N89BM
American Airlines Flight 1441	AAL1441
United Airlines Flight 605	UAL605
Indianapolis ARTCC	ZID
Continental Airlines Flight 1535	COA1535
Federal Express Flight 3222	FDX3222
American Airlines Flight 1663	AAL1663
Southwest Airlines Flight 113	SWA113
Washington ARTCC Marlinton Radar	R37
American Airlines Flight 483	AAL483


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Israel Aircraft 1124 N161X	N161X
Cleveland ARTCC Belair Sector	BELAIR
Cessna 560 N627XL	N627XL
Cleveland ARTCC	ZOB
American Airlines Flight 2493	AAL2493
Washington ARTCC Blueridge Radar	R15
Southwest Airlines Flight 465	SWA465
United Parcel Service Flight 2019	UPS2019
Red Rock Flight 70	ROK70
U S Airways Flight 2298	USA2298
Airshuttle Flight 5781	ASH5781
Israel Aircraft 1124 N26T	N26T

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving American 77:



Glen Trautner  
Support Specialist QA  
Washington ARTCC

1226:00	R03	u s air three sixty nine climb and maintain flight level two seven zero
1226:05	USA369	out of twenty six for two seven oh u s air three sixty nine
1226:10	AAL1495	american fourteen ninety five climbing through two nine oh for three one zero
1226:18	R03	american fourteen ninety five washington center roger
1226:26	SWA1317	washington center southwest thirteen seventeen flight level three five zero
1226:32	R03	southwest thirteen seventeen washington center at three five zero roger



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1226:36	R03	other aircraft calling the center unanswered say again
1226:39	UAL299	united two ninety nine like to put three five zero on request
1226:44	R03	united two ninety nine i have your request
1226:57	R03	u s air three sixty nine contact washington one three three point zero two
1227:01	USA369	thirty three zero two u s air three sixty nine so long
1227:05	R03	american eleven fifty nine contact indianapolis one one niner point five two
1227:10	AAL1159	ninteen fifty two
1227:12	R03	affirmative
1227:13	AAL1159	thanks good day
1227:18	R03	jetlink thirty seven zero seven contact washington one three three point zero two
1227:25	BTA3707	one three three zero two jetlink thirty seven oh seven
1227:32	R03	american eighteen seventy three contact indy one two seven point four

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1227:39	AAL1873	one twenty seven four understand that's for american eighteen seventy three
1227:44	R03	american eighteen seventy three indy one two seven point four
1227:50 1228	AAL1873	two seven four
1228:11	SWA654	wash southwest six fifty four leveling three seven zero good morning
1228:16	R03	southwest six fifty four washington center roger
1228:20	R03	american fourteen ninety five cleared direct charleston
1228:24	AAL1495	direct charleston american fourteen ninety five
1228:27	R03	american fourteen ninety five say your mach number today at three five zero
1228:31	AAL1495	ah we're leveling at thirty one sir
1228:36	R03	american fourteen ninety five roger climb and maintain three five zero what's your mach number today at thirty five
1228:42	AAL1495	ah we don't want thirty five sir we want to level at thirty one and we are goin to do eight one
1228:46	R03	american fourteen ninety five roger i'm showing something different on your strip sir ah maintain flight level

three one zero i'll show that as your  
final normal speed

1228:54	AAL1495	yes sir at three one oh ah we told that
1228:57	D03	moorefield
1228:59	BOBCAT	ah charleston ah or bobcat american eighteen seventy three five three can you release to three five zero
1229:06	D03	um that is approved t v
1229:11	R03	thirty five confirm level at three five zero
1229:20	FDX3212	good morning washington fedex thirty two twelve heavy out twenty two point five for two seven zero
1229:26	R03	fedex thirty two twelve heavy washington center roger expect higher in about one zero miles
1229:33	FEX3212	thirty two twelve thanks
1229:35	R03	continental one thirty one turn twenty degrees right vector for traffic
1229:40	COA1131	and confirm that was for eleven thirty one sir
1229:42	R03	continental eleven thirty one turn twenty right vector for traffic
1229:45	COA1131	eleven thirty one wilco

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1230

1230:09 R03 continental fifteen thirty five contact  
indy one two zero point two seven

1230:23 UNK marlinton on the ninety

1230:26 R03 jetlink thirty forty three contact indy  
one two seven point four

1230:30 UNK marlington on the ninety

1230:31 BTA3043 two seven point four thirty forty three

1230:33 HNN moorefield thirty nine line this is  
henderson

1230:38 D03 moorefield

1230:39 HNN request control for turns continental  
fifteen thirty five

1230:42 D03 you know what i tell ya it it is approved  
but you might not get him for a while  
because he won't answer us---so he's radio  
failure now

1230:49 HNN that's that's important information to know

1230:51 D03 yeah i know we just realized that

1230:54 HNN thanks (unintelligible)

1230:55 R03 five zero

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1230:56	FDX3212	o k out of twenty four four for three five zero fedex thirty two twelve heavy
1231:01	R03	november eight niner brave mike contact indy one two zero point two seven
1231:08	AAL77	i blocked you american seventy seven passing two five decimal one for two seven oh
1231:13	N89BM	two nine bravo mike you were blocked
1231:16	R03	o k two calling at once november eight niner bravo mike indy one two zero point two seven sir
1231:21	N89BM	twenty twenty seven eight nine bravo mike so long
1231:23	R03	american seventy seven ah climb climb and maintain flight level two niner zero sir
1231:30	AAL77	two nine zero american seventy seven
1231:37	R03	american fourteen forty one climb and maintain flight level three five zero
1231:41	AAL1441	three five oh american fourteen forty one
1231:47 1232	R03	continental fifteen thirty five center
1232:05	UAL605	washington good morning united six zero five



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1232:10	D03	bobcat ninety moorefield point out
1232:15	BOBCAT	bobcat
1232:16	D03	yeah north of elkins on a code of
1232:18	BOBCAT	fifty five oh three's point out approved g w
1232:20	D03	t v
1232:20	R03	six zero five washington center climb and maintain flight level three one zero
1232:24	UAL605	flight level three one zero united six zero five any adverse ride reports this morning
1232:26	ZID	moorefield is there any way you can get that continental i need to talk to him
1232:30	D03	we don't have him
1232:33	ZID	where'd he go
1232:35	D03	i have no idea we asked the guy before us and he swears he switched him but i think he's in la la land now
1232:41	ZID	alright
1232:41	R03	continental contin
1232:42	UNK	so for me personally i don't go ahead moorefield

1232:45	D03	did you try continental fifteen thirty five (unintelligible)
1232:47	UNK	yeah
1232:48	D03	did he answer you
1232:49	UNK	yeah i put him on you
1232:50 1233	D03	(unintelligible) la la land bye
1233:08	COA1535	wash continental fifteen thirty five checking on three five zero
1233:12	R03	continental fifteen thirty five contact indianapolis now on one two zero
1233:18	D03	henderson ninety here comes continental
1233:21	HNN	thank you
1233:21	R03	southwest six fifty four cleared dilec cleared direct columbia
1233:26	SWA654	southwest six fifty four direct columbia
1233:43	R03	southwest thirteen seventeen cleared direct to yocky
1233:46	SWA1317	direct yocky southwest thirteen seventeen (unintelligible)
1233:52	FDX3222	center good morning ah fedex thirty two twenty two heavy two eight zero

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1233:57	D03	you want moorefield
1234:00	UNK	i do if i could
1234:02	D03	go ahead
1234:03	UNK	um november two seven xray lima can i just give you control back down to thirty five he just leveled at thirty seven in the climb---or do you want him back to thirty three
1234:11	D03	alright no that's fine t v
1234:13	UNK	okay (unintelligible)
1234:16	R03	american seventy seven turn twenty degrees right vector for your climb
1234:19	AAL77	ah turn twenty right american seventy seven
1234:27	R03	american sixteen sixty three contact indy one two zero point two seven
1234:31	AAL1663	zero two seven american sixteen sixty three good day
1234:33	R03	american fourteen forty one contact indy one two zero point two seven
1234:38	AAL1441	twenty twenty seven hope you have a good one american fourteen forty one
1234:44	R03	southwest thirteen seventeen indianapolis one two zero point two seven

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1234:49	SWA1317	ah you're breaking up ah confirm that was for southwest thirteen seventeen one two zero point two seven
1234:56	R03	southwest thirteen seventeen twenty twenty seven sir good day
1235:00	SWA1317	alright i copy thank you
1235:01	R03	southwest six fifty four contact washington one three three point zero two
1235:07	SWA654	southwest six fifty four thirty three oh two good day
1235:13	R03	continental eleven thirty one cleared direct charleston
1235:15	COA1131	direct charleston eleven thirty one
1235:20	SWA113	center southwest one thirteen two seven oh
1235:23	R03	southwest one thirteen washington center higher in five miles
1235:28	SWA113	roger we'd like to put direct zanny on our request please
1235:32	R03	i have your request
1235:47	R03	fedex thirty two twelve amend altitude maintain flight level three one zero
1235:51	FDX3212	o k we'll stop it at three one zero fedex

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1235:53	R37	i am ah marlinton
1235:55	D03	i am sector one three never mind you took it bye
1236		
1236:07	R03	united two ninety nine contact indianapolis one two seven point four
1236:10	UAL299	twenty seven four united two ninety nine good morning
1236:13	R03	american four eighty three contact indy one two zero point two seven
1236:17	AAL483	two zero two seven american four eighty three
1236:22	COA1474	hello washington continental fourteen seventy four at three one zero
1236:25	R03	continental fourteen seventy four washington center roger
1236:32	N161X	washington westwind one six one xray with you at three three zero
1236:37	R03	southwest one thirteen climb and maintain flight level three niner zero correction climb and maintain flight level three five zero and give me two thousand feet per minute or greater through three three zero please
1236:47	SWA113	o k up to three five oh and we'll ah do what you said



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1236:57	N161X	washington westwind one six one xray checking in at three three oh
1237:02	R03	november one six one correction november one six one xray washington center roger
1237:30	D03	belair eighty eight moorefield
1237:37	BELAIR	belair
1237:38	D03	yeah north of morgantown there on a code of zero five two two i'd like to do down to thirty three south bound
1237:47	BELAIR	ah where's he at in my allegheny sector
1237:48	D03	yeah he's november type in november six two seven xray lima
1237:53	BELAIR	i see six two seven xray lima for right now he's your control to thirty three
1237:57	D03	thirty three t v
1237:59	R03	american seventy seven ah roger maintain flight level three five zero show that as your final
1238:03	AAL77	three five zero for a final american seventy seven thank you sir
1238:13	R03	american fourteen ninety five turn one five fifteen degrees right

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1238:17	AAL1495	fifteen right american fourteen ninety five we can see him out there
1238:35	N627XL	good morning washington
1238:39	D03	bobcat ninety moorefield point out
1238:51	BOBCAT	bobcat ah sixty five fifty three code's a point out approved
1238:54	ZOB	blueridge belair seventy five
1238:54	D03	where are we at sixty five fifty three goin direct henderson climbing okay and then south of elkins there on a code of seven zero two zero
1239:03	BOBCAT	fedex thirty two twelve
1239:04	D03	yeah
1239:05	BOBCAT	ah reference american fourteen ninety five's point out approved
1239:09	D03	reference american fourteen yeah i know that's why i couldn't get him up
1239:12	BOBCAT	right i understand thank you
1239:13	D03	bye
1239:13	R03	five zero
1239:14	FDX3212	three one for three five zero fedex thirty two twelve heavy

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1239:20	ZID	moorefield on the ninety stop american seventy seven at thirty three please i'll point him out
1239:27	D03	thirty three t v
1239:27	AAL2493	checking on three five oh good ride
1239:29	R03	american seventy seven amend your altitude maintain flight level three three zero for traffic
1239:36	AAL77	american seventy seven stop at three three zero
1239:41	UNK	american four ninety one cleared direct bowling green
1239:49	D03	so who wants to talk to american seventy seven bobcat or henderson
1239:52	HNN	henderson
1239:54	D03	henderson t v
1239:55	R03	ride
1239:56	AAL2493	it was american twenty four ninety three sir three five oh
1239:59	R03	american twenty four ninety three roger
1240:03	R03	american seventy seven contact indy center one two zero point two seven

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1240:06	AAL77	twenty twenty seven american seventy seven thanks sir good day
1240:13	R03	november one six one xray contact cleveland one two five point four two
1240:21	N161X	twenty five forty two one six one xray
1240:24	R03	november six two seven xray lima center
1240:28	R15	sector fifteen and one
1240:30	D03	yeah point out north of
1240:31	R15	one six xray point out approved
1240:32	D03	thirty one
1240:34	R15	b h
1240:35	D03	t v
1240:35	N627XL	seven xray lima go ahead center
1240:36	R03	november seven xray lima descend and maintain flight level three five zero
1240:40	N627XL	down to three five zero seven xray lima
1240:43	R03	southwest ah one thirteen climb and maintain flight level three niner zero
1240:47	SWA113	three nine zero southwest one thirteen normal rate

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1240:52 R03 ah yes sir

1240:53 SWA113 thank you sir  
1241

1241:02 R03 november six two seven xray lima descend  
and maintain flight level three three zero

1241:06 N627XL three three zero seven xray lima

1241:09 R03 november seven xray lima good rate down  
to thirty three please for traffic

1241:13 N627XL o k we'll give you a good rate seven  
xray lima

1241:15 R03 american fourteen ninety five recleared  
cleared direct yocky

1241:18 D03 go ahead marlinton

1241:19 R37 yeah i got an option four forty five down  
by montebello going to o'hara via jeffs  
should we route him over charleston or do  
you want to work him

1241:24 D03 you can go over charleston thank you very  
much

1241:27 R37 alright (unintelligible)

1241:28 D03 t v

1241:35 R03 i need you at charleston now thank you

1241:36 AAL1495 all right direct charleston



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1241:38	R03	fedex thirty two twelve contact indy on one two zero point two seven
1241:42	FDX3212	twenty twenty seven fedex thirty two twelve so long
1241:46	SWA465	washington southwest four sixty five two seven oh lookin for higher
1241:50	R03	southwest four sixty five washington center roger climb and maintain flight level three ah one zero and cleared direct charleston
1241:58	SWA465	up to three one zero on the final and direct to charley west southwest four sixty five
1242:12	R03	american fourteen ninety five thanks for your help sir contact indy one two seven point four
1242:20	AAL1495	ah twenty seven four american fourteen ninety five
1242:26	UPS2019	u p s two ah zero nineteen heavy at ah three one oh
1242:31	R03	u p s twenty nineteen heavy washington center roger
1242:35	ROK70	washington center good morning red rock seventy is twenty five for two seven oh
1242:41	R03	red rock seventy washington center higher in five miles

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1242:47	R03	united six zero five has traffic ten o'clock five miles north bound at ah three three zero west wind
1242:53	UAL605	we're lookin united six zero five
1242:55	R03	united six zero five contact indy one two seven point four
1242:58 1243	UAL605	twenty seven four united six zero five
1243:10	USA2298	washington u s air twenty two ninety eight to eight zero
1243:16	D03	u s air twenty two ninety eight washington center roger
1243:20	UPS2019	u p s twenty nineteen heavy like to climb to thirty five if available
1243:30	R03	u p s twenty nineteen roger climb maintain flight level three five zero and what's your ah mach number gonna be at thirty five today
1243:37	UPS2019	ah be bout seven nine or eight oh
1243:45	R03	american twenty four ninety three say your mach number
1243:48	AAL2493	we're doing point seven five now for american twenty four ninety three
1243:54	R03	and can you increase that at all

1243:59      AAL2493      that we can do seven six that's all we  
can do twenty four ninety three

1244:02      R03      u p s twenty nineteen before you start  
a good rate of climb there you'll be  
restricted to seven six at thirty five

1244:14      UPS2019      is it smooth up there

1244:16      R03      ah yes sir all my altitudes are smooth

1244:18      UPS2019      yeah we'll go ahead

1244:20      R03      say again

1244:21      UPS2019      we will go ahead to three five oh

1244:23      R03      roger do not exceed seven six when you  
reach three five zero sir

1244:27      UPS2019      all right seven six eh

1244:30      R03      american twenty four ninety three  
maintain mach seven six or greater

1244:33      AAL2493      ah maintain seven six or greater for  
twenty four ninety three

1244:37      ASH5781      good morning center airshuttle fifty  
seven eighty one with you at two four  
oh

1244:42      R03      airshuttle fifty seven eighty one  
washington center roger

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AAL77  
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1244:52	R03	airshuttle fifty seven eighty one climb and maintain flight level two eight zero
1244:56	ASH5781	climb two eight zero shuttle fifty seven eighty one
1245		
1245:01	R03	november six two seven xray lima traffic at your ten o'clock and ah two zero miles southwest bound seven thirty seven at three one zero
1245:09	N627XL	seven xray lima
1245:11	R03	nov southwest four sixty five traffic at your two o'clock and two zero miles southeast bound at three three zero is a citation jet
1245:19	SWA465	southwest ah four sixty five searching
1245:41	ZID	moorefield charleston on the nine line
1245:44	R03	moorefield
1245:45	ZID	yeah airshuttle fifty seven eighty one could you stop him at two
1245:48	N26T	hello washington west wind two six tango's out of thirty point four descending two eight zero
1245:58	R03	ah november two six tango washington center roger
1246		

End of Transcript



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

**Subject:** **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

**Date:** May 7, 2002

**From:** Indianapolis ARTCC

*Reply to*

*Attn. of:*

**To:** Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Henderson Sector Radar Associate position for the time period from September 11, 2001, 1234 UTC to September 11, 2001, 1320 UTC.

Agencies Making Transmissions

Washington ARTCC Moorefield Sector

American Airlines Inc. Flight 77

Indianapolis ARTCC Henderson Sector Radar Position

Unknown

Indianapolis ARTCC Dacos Sector Radar Associate Position

Indianapolis ARTCC Henderson Sector Radar Associate Position

Indianapolis ARTCC Dacos Sector Radar Associate Instructor Position

American Airlines Inc. Dispatch

American Airlines Inc. Flight 2493

Abbreviations

MOR

AAL77

HNN R

UNKN

DAC RA

HNN RA

DAC RA/I

AAL

AAL2493

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

*Renea P. Adkins*

Renea P. Adkins

Quality Assurance Data Specialist

Indianapolis ARTCC

1234

1235

1236

1237

1238



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AAL77

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1239		
1239:50	MOR	so who wants to talk to american seventy seven bobcat or henderson
1240		
1240:13	AAL77	center american seventy seven with you level three three zero
1240:15	HNN R	american seventy seven indy center roger squawk---three seven four three
1240:19	AAL77	three seven four three american seventy seven
1241		
1242:00	UNKN	(unintelligible)
1242:01	DAC RA	(unintelligible) didn't hear it dacos (unintelligible)
1242:04	HNN RA	tried to call you with those speeds i don't know the first time i i didn't i went right to the radar guy
1242:09	DAC RA	oh what ah just tell me em real again ah real quick
1242:11	HNN RA	they're seven six and seven six or less american eight
1242:13	DAC RA	do you guys have those two separate screens one radar and one d (unintelligible)
1242:17	HNN RA	what's that
1242:19	DAC RA	you guys have those two separate screens on your v s c s where one screen is radar and ones d
1242:23	HNN RA	no i i have i just use the ah---the pads

1242:27	DAC RA	er ah i i'm curious cause i know some areas have that we don't so is that american seventy seven southwest thirteen seventeen
1242:29	HNN RA	oh no
1242:33	DAC RA/I	n o
1242:33	HNN RA	negative
1242:34	DAC RA	all right
1242:35	HNN RA	american american eighteen seventy three
1242:37	DAC RA	american eighteen seventy three
1242:38	HNN RA	is doing seven six on his own
1242:38	DAC RA	uh huh
1242:41	DAC RA/I	on his own---so don't put it on there cause it's not assigned
1242:43	HNN RA	and um american four ninety one is not to exceed seven six
1242:46	DAC RA	oooh four ninety one---okay
1242:47	HNN RA	is that alright
1242:48	DAC RA	yeah yep i got ya

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AAL77

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1242:49	HNN RA	all right
1242:50 1243	DAC RA	(unintelligible)
1243:51	HNN R	american seventy seven climb and maintain flight level three five zero
1243:55 1244 1245 1246 1247	AAL77	three three three five oh american seventy seven
1247:16	HNN R	american seventy seven turn ten degrees to the right vectors for traffic
1247:20 1248 1249 1250 1251 1252 1253 1254 1255 1256	AAL77	ten right american seventy seven
1256:32	HNN R	american seventy seven indy
1256:45	HNN R	american seventy seven indy
1256:53 1257	HNN R	american seventy seven american indy
1257:12	HNN R	american seventy seven american indy radio check how do you read

1257:27	HNN R	american ah seventy seven american radio check how do you read
1257:55 1258	HNN RA	(unintelligible)
1258:06	HNN RA	(unintelligible)
1258:12	HNN RA	(unintelligible)
1258:14	AAL	american dispatch jim mcdonnel
1258:16	HNN RA	this is indianapolis center trying to get a hold of american seventy seven
1258:19	AAL	uh indys hang on one second please
1258:22	HNN RA	what
1258:23	AAL	hang on one second sir
1258:24	HNN RA	all right
1258:24	AAL	who ya trying to get a hold of
1258:25	HNN RA	american seventy seven
1258:27	AAL	okay
1258:29	HNN RA	on frequency one two zero point two seven

1258:33	AAL	one two zero
1258:34	HNN RA	point two seven we were talking to him and all of a sudden it just uh
1258:38	AAL	okay---all right we'll get a hold of him for ya
1258:39	HNN RA	all right
1258:41	HNN R	american ah seventy seven ah indy center how do you read
1258:51	HNN R	american seventy seven indy radio check how do you read
1259		
1300		
1300:25	HNN R	american seventy seven indy
1300:28	AAL2493	center american ah twenty four ninety three
1300:31	HNN R	american twenty four ninety three go ahead
1300:33	AAL2493	yeah we uh sent a message to dispatch to have him come up on twenty twenty seven is that what you want em to do
1300:38	HNN R	yeah we had em on west side of our airspace and they went into coast and ah don't have a track on em and now he's not talking to me so we don't know exactly what happened to him we're trying to get a hold of him we also contact your company so thanks for the help
1300:48	AAL2493	all right
1301		
1301:50	HNN RA	(unintelligible)



1302:00	HNN RA	(unintelligible)
1302:06	AAL	american dispatch jim mcdonnel
1302:07	HNN RA	yeah this is indianapolis center we uh i don't know if i'm talking to the same guy about american seventy seven
1302:12	AAL	yeah i i i cell called him but i did not get a reply back from him
1302:15	HNN RA	we uh we lost track control of the guy he's in coast track but we haven't we don't know really know where his target is and we can't get a hold of him um---you guys tried him and no response
1302:28	AAL	no response (unintelligible)
1302:30	HNN RA	yeah we have no radar contact and uh no communications with him so if you guys could try again
1302:35	AAL	we're doing it
1302:37	HNN RA	all right thanks a lot
1302:38 1303	AAL	we're doing it thank you
1303:06 1304 1305 1306	HNN R	american seventy seven indy
1306:18	HNN RA	(unintelligible)
1306:21	DAC RA	fal dacos

1306:22	HNN RA	this is henderson american seventy seven eh do you guys have radar on him is he over falmouth or
1306:26	DAC RA	no we just moved the track there we never you know
1306:28	HNN RA	okay all right you just have the track out there
1306:30	DAC RA	you guys never been able to raise him at all
1306:31	HNN RA	no we called company they can't even get a hold of him so there's no no radiar uh no radio communications and no radar (unintelligible) um
1306:39	DAC RA	and his last clearance as far as you know is on course to falmouth and then jay one thirty four right well we're just gonna treat him like non radar and we've already told the next sector they're gonna have to sterilize for him until we find out
1306:48	HNN RA	okay thanks
1306:50	DAC RA	i d
1307		
1308		
1308:44	HNN RA	(unintelligible)
1308:54	HNN RA	(unintelligible)
1308:59	HNN RA	(unintelligible)
1309		
1309:01	AAL	american dispatch jim mcdonnel

1309:03	HNN RA	indianapolis center did you get a hold of american seventy seven by chance
1309:05	AAL	no sir but we have an unconfirmed report the second airplane hit the world trade center---and exploded
1309:10	HNN RA	say again
1309:12	AAL	you know we lost american eleven to a hijackin so---american was off um---boston to los angeles flight
1309:21	HNN RA	it was---all right---i can't really---i can't hear what you're sayin there you said american eleven
1309:27	AAL	yes we were hijacked
1309:29	HNN RA	and it
1309:29	AAL	which was a boston l a flight---and seventy seven is a dulles l a flight and uh---we've had an unconfirmed report a second airplane just flew into the world trade center
1309:41	HNN RA	thank you very much---good bye (unintelligible)
1310:00	HNN RA	(unintelligible) what trade center
1310:01	UNKN	world trade center (unintelligible)
1310:31	HNN RA	(unintelligible)
1310:36	DAC RA	dacos

1310:37 HNN RA all right this is henderson

1310:38 DAC RA okay

1310:39 HNN RA there was an american eleven---departed off of uh new york goin to l a got hijacked american seventy seven departed off of dulles is going to l a dispatch doesn't know where he's at and confirmed that two airplanes have been uh they crashed into uh the world trade center in new york---so as far as american seventy seven we don't know where he is but they say that uh american eleven was hijacked off of---a new york airport going to l a x and uh

1311:07 DAC RA but we don't have a track on him

1311:09 HNN RA affirmative

1311:10 DAC RA you mean like they just took off without a clearance

1311:12 HNN RA no you mean american eleven

1311:13 DAC RA yeah

1311:14 HNN RA he's he's depart well i guess he did cause he was going to l a

1311:18 DAC RA but nobody ever tracked american eleven is what i'm asking

1311:21 HNN RA i don't know that i don't

1311:21 DAC RA oh okay

1311:22	HNN RA	know just where he left from or uh
1311:24	DAC RA	there's no flight plan in the machine right now and
1311:25	HNN RA	yeah i just looked at that too
1311:25	DAC RA	i'm
1311:27	HNN RA	but as far as what we know that's all that's all we know i talked to dispatch and that's what they relayed---and they confirmed it here that i guess two airplanes about crashed into the the trade center
1311:37	DAC RA	huh
1311:39	HNN RA	all right
1311:41	DAC RA	oh
1312		
1313		
1313:54	HNN RA	(unintelligible)
1314		
1314:04	HNN RA	(unintelligible)
1314:10	HNN RA	(unintelligible)
1314:16	HNN RA	(unintelligible)
1314:22	HNN RA	(unintelligible)
1314:28	HNN RA	(unintelligible)



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1314:34	HNN RA	(unintelligible)
1314:36	AAL	american dispatch jim mcdonnel
1314:38	HNN RA	indy center here
1314:39	AAL	yes sir
1314:39	HNN RA	american eleven you guys said that he departed off of uh new york
1314:43	AAL	boston
1314:44	HNN RA	boston he was going to l a and it was a hijacked airplane
1314:45	AAL	yes
1314:47	HNN RA	and you have you heard anything from american seventy seven
1314:49	AAL	no
1314:50	HNN RA	okay and if
1314:52	AAL	i talked to a (unintelligible) in the center up there i gave him the information i got
1314:55	HNN RA	okay thanks a lot
1314:56	AAL	okay

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1314:57 HNN RA all right  
1315  
1316  
1317  
1318  
1319  
1320

End of Transcript



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

**Subject:** **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

**Date:** January 29, 2002

**From:** Indianapolis ARTCC

*Reply to*

*Attn. of:*

**To:** Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Dacos Sector Radar position for the time period from September 11, 2001, 1249 UTC to September 11, 2001, 1313 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Dacos Sector Radar Position  
United Air Lines Inc., Flight 299  
U S Air Flight 357  
Indianapolis ARTCC Henderson Sector Radar Position  
Unknown  
Indianapolis ARTCC Bobcat Sector Radar Position  
Southwest Airlines Co. Flight 113  
Indianapolis ARTCC Batesville Sector Radar Position

Abbreviations

DAC R  
UAL299  
USA357  
HNN R  
UNKN  
BOB R  
SWA113  
BTV R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

*Renea P. Adkins*

Renea P. Adkins  
Quality Assurance Data Specialist  
Indianapolis ARTCC

1249  
1250  
1251  
1252  
1253

1254

1254:34      DAC R      s i a's up there airports and runways (unintelligible)

1254:35      UAL299      indy center united two ninety nine three five zero smooth

1254:39      DAC R      united two ninety nine indy center roger

1254:44      DAC R      the nav aids fine flow control listed for ya up there atlanta and  
charlotte there's ah swap (unintelligible) ra radio computers fine  
weather information---fine radio interphones---nothing special  
use area---cold---oofa darc---goin back---\*(and)---traffic startin  
at the top---seventy six is ah seventy six watchin they're  
combined over here needs to be switched

1255:19      DAC R      u s air three fifty seven cleared direct brickyard

1255:22      USA357      direct the brickyard u s airs seven three fifty seven thanks

1255:27      DAC R      aah on you here---point out here---flashing at ya here---flashing at ya  
here---hasn't checked on yet---on on---on needs to be switched needs to  
be switched thirty threes been ap req---switched---he's fifteen left---for  
zero zero charlie charlie it looks like that's gonna work subject \*(watch  
and make sure e l)

1256

1257

1257:34      DAC R      this is ah---dacos

1257:39      HNN R      this is ah henderson american seventy seven i don't know what  
happened to him i'm trying to reach him

1257:42      UNKN      (unintelligible) nine thirty \*(six)

1257:44	HNN R	it it looks like he took a turn to the south and now i'm ah i don't know what altitude he's at or what he's doin *(last thing he said he was headin) towards falmouth at thirty five
1257:51	DAC R	well just let me know
1257:52 1258	HNN R	okay i'll try to get ah hold of him thanks
1258:18 1259	DAC R	american seventy seven center
1259:31	DAC R	american seventy seven center
1259:43	DAC R	dacos
1259:44	HNN R	this is henderson still haven't got american seventy seven ah last he was at thirty five goin to falmouth so don't know where he is out there any where yet so i'm still trying to get hold of him we contacted the company
1259:53	DAC R	okay
1259:54	HNN R	okay
1259:54 1300	DAC R	thanks
1300:56 1301 1302 1303 1304 1305	DAC R	indy center calling american seventy seven american seventy seven
1305:27	DAC R	ah go ahead this is ah

1305:29 BOB R this is bobcat november eight zero charlie charlie will you turn him

1305:31 SWA113 (unintelligible) good morning southwest one thirteen three nine oh

1305:34 DAC R ah ten left yeah i'll turn him back i had i had him ah turned right to get him away from where american seventy seven was supposed to be

1305:40 BOB R oh okay well just---okay you have him on a heading right now

1305:43 DAC R yeah he's on a heading

1305:44 BOB R leave him on it

1305:45 DAC R okay

1305:46 BOB R my control for further turns

1305:46 DAC R yeah your control

1305:47 BOB R (unintelligible)

1306

1307

1307:48 BTV R override at uh dacos i'm sorry batesville

1307:51 DAC R yeah uh \*(dave)---have you seventy seven been given the information---

1307:53 BTV R yes i have joe

1307:55 DAC R okay



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AAL77

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1308  
1309  
1310  
1311  
1312  
1313

End of Transcript

\* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

*Subject:* **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

*Date:* January 29, 2002

*From:* Indianapolis ARTCC

*Reply to*  
*Attn. of:*

*To:* Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Dacos Sector Radar Associate position for the time period from September 11, 2001, 1249 UTC to September 11, 2001, 1317 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Dacos Sector Radar Position  
United Air Lines Inc., Flight 299  
U S Air Flight 357  
Indianapolis ARTCC Henderson Sector Radar Position  
Unknown  
Indianapolis ARTCC Bobcat Sector Radar Position  
Southwest Airlines Co. Flight 113  
Indianapolis ARTCC Dacos Sector Radar Associate Position  
Indianapolis ARTCC Henderson Sector Radar Associate Position

Abbreviations

DAC R  
UAL299  
USA357  
HNN R  
UNKN  
BOB R  
SWA113  
DAC RA  
HNN RA

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins  
Quality Assurance Data Specialist  
Indianapolis ARTCC

1249  
1250  
1251  
1252  
1253

1254

1254:34      DAC R      s i a's up there airports and runways (unintelligible)

1254:35      UAL299      indy center united two ninety nine three five zero smooth

1254:39      DAC R      united two ninety nine indy center roger

1254:44      DAC R      the nav aids fine flow control listed for ya up there atlanta and  
charlotte there's ah swap (unintelligible) ra radio computers fine  
weather information---fine radio interphones---nothing special  
use area---cold---oofa darc---goin back---\*(and)---traffic startin  
at the top---seventy six is ah seventy six watchin they're  
combined over here needs to be switched

1255:19      DAC R      u s air three fifty seven cleared direct brickyard

1255:22      USA357      direct the brickyard u s airs seven three fifty seven thanks

1255:27      DAC R      aah on you here---point out here---flashing at ya here---flashing at ya  
here---hasn't checked on yet---on on---on needs to be switched needs to  
be switched thirty threes been ap req---switched---he's fifteen left---for  
zero zero charlie charlie it looks like that's gonna work subject \*(watch  
and make sure e l)

1256

1257

1257:34      DAC R      this is ah---dacos

1257:39      HNN R      this is ah henderson american seventy seven i don't know what  
happened to him i'm trying to reach him

1257:42      UNKN      (unintelligible) nine thirty \*(six)

1257:44	HNN R	it it looks like he took a turn to the south and now i'm ah i don't know what altitude he's at or what he's doin *(last thing he said he was headin) towards falmouth at thirty five
1257:51	DAC R	well just let me know
1257:52 1258	HNN R	okay i'll try to get ah hold of him thanks
1258:18 1259	DAC R	american seventy seven center
1259:31	DAC R	american seventy seven center
1259:43	DAC R	dacos
1259:44	HNN R	this is henderson still haven't got american seventy seven ah last he was at thirty five goin to falmouth so don't know where he is out there any where yet so i'm still trying to get hold of him we contacted the company
1259:53	DAC R	okay
1259:54	HNN R	okay
1259:54 1300	DAC R	thanks
1300:56 1301 1302 1303 1304 1305	DAC R	indy center callin american seventy seven american seventy seven
1305:27	DAC R	ah go ahead this is ah (unintelligible)

1305:29	BOB R	this is bobcat november eight zero charlie charlie would you turn him
1305:31	SWA113	(unintelligible) good morning southwest one thirteen three nine oh
1305:34	DAC R	ah ten left yeah i turn him ba i i had him ah turned right to to get him ah wa away from where american seventy seven was supposed to be
1305:40	BOB R	oh okay well just ah you got him on a heading right now
1305:43	DAC R	yeah he's on a heading now
1305:44	BOB R	leave him on it
1305:45	DAC R	okay
1305:45	BOB R	my control further turns
1305:45	DAC R	yeah your control
1305:46 1306	BOB R	(unintelligible)
1306:18	UNKN	(unintelligible)
1306:20	DAC RA	fal---dacos
1306:22	HNN RA	this is henderson american seventy seven da da do you guys have radar on him is he over falmouth or

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1306:26	DAC RA	no we just moved the track there we never---you know
1306:28	HNN RA	okay---all righty you just have the track out there
1306:30	DAC RA	you guys never been able to raise him at all
1306:31	HNN RA	no we called company they can't even get a hold of him so there's no no radiar ah no radio communications and no radar (unintelligible)
1306:39	DAC RA	and his last clearance as far as you know was on course to falmouth and then jay one thirty four right well we're just gonna treat him like non radar and we've all ready told the next sector they're gonna to have to sterilize for him until we find out
1306:48	HNN RA	okay---thanks
1306:49	DAC RA	*(i d)
1307		
1308		
1309		
1310		
1310:32	UNKN	(unintelligible)
1310:36	DAC RA	dacos
1310:37	HNN RA	all right this is henderson
1310:38	DAC RA	okay



1310:39 HNN RA there was an american eleven---departed off of uh new york going to l a he got hijacked---american seventy seven departed off dulles is going to l a---dispatch doesn't know where he's at---and confirmed that two airplanes have been uh they crashed into uh the world trade center in new york---as far as american seventy seven we don't know where he is---but they say that uh american eleven was hijacked off of---a new york airport going to l a x and

1310:59 DAC RA wow  
1311

1311:07 DAC RA so we don't have a track on him

1311:09 HNN RA affirmative

1311:10 DAC RA you mean like they just took off without a clearance

1311:11 HNN RA no you mean american eleven

1311:12 DAC RA yeah

1311:13 HNN RA he---he---depart---well i'm guessing he did cause he went he was going to l a

1311:18 DAC RA but nobody ever tracked american eleven is what i'm asking

1311:21 HNN RA i don't know that i don't know if where he left from or ah

1311:22 DAC RA oh okay

1311:24 DAC RA there's no flight plan in the machine right now and

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1311:25      HNN RA      yeah i just looked at that too---but as---as far as what we know  
that's all that's all we know i talked to dispatch and that's what  
they relayed---and they confirmed it here that uh i guess two  
airplanes about crashed into the---the trade center

1311:37      DAC RA      huh

1311:38      HNN RA      all right

1311:39      DAC RA      oh

1312

1313

1314

1315

1316

1317

End of Transcript

\* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

**Subject:** **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

**Date:** May 7, 2002

**From:** Indianapolis ARTCC

*Reply to*

*Attn. of:*

**To:** Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar position for the time period from September 11, 2001, 1301 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Impel Sector Radar Position

Indianapolis ARTCC Dacos Sector

Kansas City ARTCC Rocck Sector

Indianapolis ARTCC Batesville Sector

American Airlines Inc. Flight 683

Britt Airways, Inc., D/B/A Continental Express/Air Mike Express Flight 4283

Unknown

Abbreviations

IMP R

DAC

ROCCK

BTB

AAL683

BTA4283

UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins

Quality Assurance Data Specialist

Indianapolis ARTCC

1301

1302

1303

1304

1305

1306

1306:29

IMP R

(unintelligible)

1306:31	IMP R	impel
1306:32	BTB	this is um dacos have you heard about american seventy seven yet
1306:35	IMP R	no not really
1306:36	BTB	okay he is a guy that they lost transponder on and lost radio on and everything he's suppose to be heading our way
1306:43	IMP R	okay
1306:43	BTB	um heading your way actually he's estimating gbees at ah thirteen after the hour and i'm still trying to figure out when he's suppose to be estimating juddi
1306:50	IMP R	okay
1306:51	BTB	i'll let you know when i find out
1306:51	IMP R	all right sounds good
1306:52	BTB	*(all right q c)
1306:52	IMP R	(unintelligible)
1307		
1308		
1308:22	IMP R	(unintelligible)
1308:24	IMP R	green light uh impel

1308:27	BTV	this is batesville again american seventy seven is estimating juddi at nineteen past the hour and if you uh actually never mind we're going down with this other guy so he's just estimating juddi at nineteen past the hour
1308:36	IMP R	all right thank you
1308:37	BTV	*(q c)
1309		
1310		
1311		
1312		
1312:33	IMP R	(unintelligible)
1312:35	IMP R	this is uh impel
1312:37	BTV	this is dacos uh actually let me p v d the guy to you american uh six
1312:40	IMP R	i got the data block pulled up on seventy seven
1312:42	BTV	well there's american six eighty three that's suppose to be estimating juddi at seventeen so we started him down to thirty three and we were gonna just leave him at thirty three if that's okay with---actually you got your thirty three traffic coming in
1312:51	IMP R	um i'll miss him
1312:52	BTV	we were gonna leave him at thirty three if it's okay for you uh so we can see if he can see him
1312:55	IMP R	yeah
1312:56	BTV	okay

1312:56	IMP R	that's fine
1312:57	BTV	thanks (unintelligible)
1312:57	IMP R	p m
1313		
1314		
1315		
1315:17	IMP R	rock on the sixty three line
1315:20	ROCCK	rock
1315:22	IMP R	anybody tell you about this american seventy seven comin yet
1315:25	ROCCK	no
1315:26	IMP R	okay you should have a flight plan on him it's american seventy seven
1315:30	ROCCK	okay
1315:31	IMP R	okay we have lost his transponder no radios---we're blockin for him out there at thirty five coming down jay one thirty four---estimating carol at one three three eight
1315:45	ROCCK	okay---all right
1315:46	IMP R	all right
1315:47	ROCCK	all right thanks



1315:48	IMP R	*(p m)
1315:48	ROCCK	(unintelligible)
1316		
1317		
1317:52	ROCCK	impel rock twenty four
1318		
1318:01	ROCCK	impel rock twenty four
1318:04	IMP R	impel
1318:05	ROCCK	that uh reference that american seventy seven
1318:06	IMP R	yeah
1318:07	ROCCK	uh is that estimate good or are you just got guessin cause you're not really sure where he is
1318:12	IMP R	that is a very ball park guess timate
1318:14	ROCCK	okay when was the last time you heard from him
1318:16	IMP R	um about two sectors ago near falmouth---just south of cincinnati
1318:22	ROCCK	okay thanks
1318:23	IMP R	about a hundred an twenty miles back
1318:24	ROCCK	okay *(m v)

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AAL77

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1318:25	IMP R	all right
1318:42	IMP R	(unintelligible)
1318:45	IMP R	impel
1318:46	BTB	randy you know about this american seventy seven thing right
1318:47	IMP R	yes
1318:48	BTB	okay uh company uh six eighty three there went over and tried to raise him on guard and ah said he never had a visual on him out there at all he was looking all around
1318:55	IMP R	all right
1318:55	BTB	okay thanks
1318:56	IMP R	*(p m)
1319		
1320		
1321		
1322		
1323		
1324		
1325		
1326		
1326:57	ROCCK	impel rock
1327:00	IMP R	impel
1327:01	ROCCK	is that just where you think american seventy seven's suppose to be at

ZDC-ARTCC-212

AAL77

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1327:03	IMP R	ballpark idea
1327:04	ROCCK	is ah---may i make a suggestion to you you know you are aware of what happened in new york
1327:08	IMP R	yes i am
1327:10	ROCCK	uh would you bring to attention where that this might be associated at where they lost him at he might have gone down or been hijacked to another location
1327:15	IMP R	affirmative
1327:16	ROCCK	all right thank you
1327:17	IMP R	p m
1328		
1329		
1330		
1330:19	AAL683	center american six eighty three
1330:34	IMP R	and american six eighty three do you have a question sir
1330:36	AAL683	i just wondered if you gotten a hold of american seventy seven yet
1330:40	IMP R	no sir
1330:42	AAL683	ah is that what all the commotion's about
1330:44	IMP R	part of it

1330:45	AAL683	(unintelligible)
1331		
1332		
1333		
1333:53	BTV	override batesville
1333:54	IMP R	jeff they considerin thirty five clean up there now
1333:57	BTV	uh i have no idea randy
1333:58	IMP R	all right tell you what if you got---if you
1334		
1334:01	BTV	i there's too much stuff goin on right now to even care about
1334:02	IMP R	all right buddy
1335		
1336		
1337		
1338		
1339		
1340		
1341		
1342		
1343		
1344		
1345		
1346		
1347		
1348		
1349		
1349:34	BTA4283	and memphis jet link forty two eighty three does that go for us as well
1349:38	IMP R	uh jet link forty two eighty three uh they are advising that all aircraft land uh at the closest airports sir

1349:45      BTA4283      is there a reason

1349:48      IMP R      uh it has to do with a uh terrorist attack at the world trade center

1349:52      IMP R      and also apparently uh terrorist attacks in washington as well  
1350  
1351  
1352

1352:43      UNKN      (unintelligible) what was the uh the reason for uh having people land  
1353

1353:01      IMP R      okay the aircraft uh or any aircraft that are curious about the uh  
reason for uh wanting everyone to land there have been terrorist  
attacks apparently at the world trade center also at uh the  
pentagon in washington and uh there have been numerous  
aircraft hijacked

1354  
1355  
1356  
1357  
1358  
1359

End of Transcript

\* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

*Subject:* **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

*Date:* January 29, 2002

*From:* Indianapolis ARTCC

*Reply to*  
*Attn. of:*

*To:* Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar Associate position for the time period from September 11, 2001, 1325 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

American Airlines Inc. Flight 683  
Indianapolis ARTCC Impel Sector Radar Position  
Indianapolis ARTCC Impel Sector Radar Associate Position  
Unknown

Abbreviations

AAL683  
IMP R  
IMP RA  
UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

*Renea P. Adkins*

Renea P. Adkins  
Quality Assurance Data Specialist  
Indianapolis ARTCC

1325

1326

1327

1328

1329

1330

1330:19      AAL683      center american six eighty three

1330:33      IMP R      and american six eighty three do you have a question sir



Page 2 of 3

1330:36	AAL683	yea i just wondered uh if have you got a hold of american seventy seven yet
1330:39	IMP R	no sir
1330:41	AAL693	uh is that what all the commotion is about
1330:42	IMP R	part of it
1330:43	AAL683	(unintelligible)
1331		
1332		
1333		
1334		
1335		
1336		
1337		
1338		
1339		
1340		
1340:21	IMP RA	(unintelligible)
1340:24	IMP RA	okay shawn s i board is up on the big screen special activities there's a lot uh all traffic has been ground stopped anybody goin through new york center or landing in new york center has to go to their alternate airport---uh equipment status everything is working normally normal here turbulence there's none weather uh---all that weather that's showing out there is uh anomalous propagation restricted area is none pending coordination there's really none right now either flow control restrictions you got fifteen to ohare um that other is a swap route going to newark and laguardia i think you can completely disregard it right now ---special instructions i don't know if you know about american seventy seven they completely lost the aircraft---um they don't know where he's at we have to block on jay one thirty four for uh thirty five thousand feet i don't know if that's over yet or not---uh---actually i guess maybe we're clean now so uh---umm---traffic we're kind of busy right now but we're gonna be slow here in just a little bit

1341:27 IMP RA (unintelligible)

1342

1343

1344

1345

1346

1347

1348

1349

1350

1351

1352

1352:40 UNKN (unintelligible) what was the uh the reason for uh having people land

1353

1353:01 IMP R okay the aircraft uh or any aircraft that are curious about the uh reason for uh wanting everyone to land there have been terrorist attacks apparently at the world trade center also at uh the pentagon in washington and uh there have been numerous aircraft hijacked

1354

1355

1356

1357

1358

1359

End of Transcript



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

**Subject:** **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

**Date:** January 29, 2002

**From:** Indianapolis ARTCC

*Reply to*  
*Attn. of:*

**To:** Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Batesville Sector Radar position for the time period from September 11, 2001, 1302 UTC to September 11, 2001, 1340 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Batesville Sector Radar Position  
Indianapolis ARTCC Dacos Sector Radar Position  
American Airlines Inc. Flight 683  
Unknown  
Indianapolis ARTCC Impel Sector Radar Position

Abbreviations

BTV R  
DAC R  
AAL683  
UNKN  
IMP R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

*Renea P. Adkins*

Renea P. Adkins  
Quality Assurance Data Specialist  
Indianapolis ARTCC

1302  
1303  
1304  
1305  
1306  
1307

1307:47

BTV R

override at ah dacos i'm sorry basteville

1307:50      DAC R      yeah \*(dave) have you been given the information

1307:53      BTV R      yes i have joe

1307:54      DAC R      about america seventy seven---okay  
1308

1308:56      BTV R      american six eighty three descend and maintain flight level  
three three zero  
1309

1309:01      AAL683      okay american six eighty three descending to three three zero  
that's for traffic i guess

1309:05      BTV R      ah american six eighty three ah---yes sir ah i've got one of your  
company aircraft it's a boeing seven fifty seven and he's  
crossing with you---ah he has apparently lost all power there's  
no transponder we have no radar on him and there's no  
communication with the aircraft at all so we're gonna have tah  
get you out of thirty five here cause we don't really know where  
he's at right now

1309:22      AAL683      understood we'll expedite to three three oh american six  
eighty three anything we can do

1309:26      BTV R      well i don't really naw you may want to call your company and  
ah see if they can do something american seventy seven is the  
call sign and he departed dulles um and i believe it's on its way  
to ah los angeles

1309:38      AAL683      all right that's our home base we'll uh we'll send a message  
right away

1309:41      BTV R      okay thanks sir  
1310  
1311

1312

1313

1313:29 BTV R american ah six eighty three ah---aircraft ah that the ah company seven fifty seven there is ah (unintelligible) on jay one thirty four ah according to his flight plan he should be somewhere out about your nine oclock and twenty miles west bound at three five zero i'm gonna let ya three three zero and just ah see if you can---maybe get a visual on him or something there is ah---is she unfortunately he's probably gonna pass ah if he's out there about eight to ten miles behind you

1313:55 AAL683 okay we'll keep our eyes open and we did send a ah message via a cars to our company to have em come up ah you want me to try calling em on guard

1314

1314:05 BTV R yeah if you want to that's fine sir

1314:07 AAL683 i'll give em a try

1314:08 BTV R okay it's american seventy seven

1315

1316

1316:49 BTV R american six eighty three i appreciate your help this morning contact indianapolis center on one two seven point zero two

1316:57 UNKN blocked

1316:58 BTV R american six eighty three contact indianapolis center one two seven zero two thanks a lot for your help

1317

1317:04 AAL683 twenty seven oh two yeah no joy on guard american six eighty three take a (unintelligible) hope you find em

1317:08 BTV R okay  
1318

1318:42	BTV R	(unintelligible)
1318:45	IMP R	impel
1318:46	BTV R	randy you know about this american seventy seven thing right
1318:48	IMP R	yes
1318:48	BTV R	okay ah company ah six eighty three there went over and tried to raise him on guard and ah said he never had a visual on him out there at all he was looking all around
1318:55	IMP R	all right
1318:56	BTV R	okay thanks
1319		
1320		
1321		
1322		
1323		
1324		
1325		
1326		
1327		
1328:00	UNKN	what's going on in new york
1328:01	BTV R	well there has been a ah---possible terrorist attack at the world trade center buildings two airplanes were crashed crashed into the trade center buildings and reports are that an american airlines enroute to los angeles has been hijacked
1329		
1330		
1331		
1332		
1333		
1333:53	BTV R	over ride at batesville



Page 5 of 5

1333:54      IMP R      jeff they considering thirty five clean up there now

1333:57      BTV R      ah i have no idea randy

1333:59      IMP R      all right tell you what if you got---if you

1334:02      BTV R      i there's too much stuff going on right now to care about

1334:03      IMP R      all right buddy

1335

1336

1337

1338

1339

1340

End of Transcript

\* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.



U.S. Department  
of Transportation  
  
Federal Aviation  
Administration

# Memorandum

ARTCC – Indianapolis, IN

*Subject:* **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

*Date:* May 7, 2002

*From:* Indianapolis ARTCC

*Reply to*

*Attn. of:*

*To:* Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Batesville Sector Radar Associate position for the time period from September 11, 2001, 1301 UTC to September 11, 2001, 1318 UTC.

Agencies Making Transmissions

Indianapolis ARTCC Impel Sector  
Indianapolis ARTCC Batesville Sector Radar Associate Position  
Indianapolis ARTCC Batesville Sector Radar Position  
Indianapolis ARTCC Dacos Sector Radar Position  
American Airlines Inc. Flight 683  
Unknown

Abbreviations

IMP  
BTV RA  
BTV R  
DAC R  
AAL683  
UNKN

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Renea P. Adkins  
Quality Assurance Data Specialist  
Indianapolis ARTCC

1301

1302

1303

1304

1305

1306

1306:31

IMP

impel

1306:32	BTV RA	this is um dacos have you heard about american seventy seven yet
1306:35	IMP	no not really
1306:36	BTV RA	okay he is a guy that they lost transponder on they lost radio on and everything and he is supposed to be headin our way
1306:43	IMP	okay
1306:43	BTV RA	um headin your way actually he's estimating gbees at ah thirteen after the hour and i'm still trying to figure out when he's supposed to be estimating juddi and we'll
1306:50	IMP	okay
1306:51	BTV RA	we'll let you know when i find that out
1306:51	IMP	all right sounds good
1306:52 1307	BTV RA	all right q c
1307:47	BTV R	over ride at ah dacos i'm sorry basteville
1307:50	DAC R	yeah *(dave) have you been given the information
1307:53	BTV R	yes i have joe
1307:54 1308	DAC R	about american seventy seven---okay
1308:25	IMP	green light ah impel

1308:27	BTV RA	this is batesville again american seventy seven is estimating juddi at nineteen past the hour and if you ah actually never mind we're going down with this other guy so he's just estimating juddi at nineteen past the hour
1308:36	IMP	all right thank you
1308:37	BTV RA	q c
1308:56	BTV R	american six eighty three descend and maintain flight level three three zero
1309		
1309:01	AAL683	okay american six eighty three descending to three three zero that's for traffic i guess
1309:04	BTV R	american six eighty three ah---yes sir i've got uh one of your company aircraft it's a boeing seven fifty seven and he's crossing with you---ah he has apparently lost all power there's no transponder we have no radar on him and there's no communication with the aircraft at all so we're gonna have tah get you out of thirty five here cause we don't really know where he's at right now
1309:22	AAL683	understood we'll expedite to three three oh american six eighty three anything we can do
1309:26	BTV R	well i don't really naw you may want to call your company and ah see if they can do something american seventy seven is the call sign and he departed dulles um and i believe it's on it's way to ah los angeles
1309:38	AAL683	all right that's our home base we'll uh we'll send a message right away

1309:41 BTV R okay thanks sir

1310

1311

1312

1312:33 UNKN (unintelligible)

1312:35 IMP this is ah impel

1312:37 BTV RA this is dacos ah actually let me p v d the other guy to you  
american ah

1312:40 IMP i got the data block pulled up on seventy seven

1312:42 BTV RA there's american six eighty three that's supposed to estimating  
juddi at seventeen so we started him down to thirty three and  
you're gonna to leave him at thirty three if that's okay with  
actually do you have thirty three traffic coming in

1312:52 IMP um i'll miss him

1312:52 BTV RA we were going to leave him at thirty three if it's okay for you ah  
so we can see if he can see him

1312:55 IMP yeah

1312:56 BTV RA okay

1312:56 IMP that's fine

1312:57 BTV RA thanks q c

1312:57 IMP yeah

ZDC-ARTCC-212  
AAL77

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1313  
1314  
1315  
1316  
1317  
1318

End of Transcript

\* This portion of the re-recording is not entirely clear, but this represents the best interpretation possible under the circumstances.





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

ARTCC – Indianapolis, IN

**Subject:** **INFORMATION:** Partial Transcript; Aircraft Accident;  
AAL77; Washington, DC; September 11, 2001

**Date:** December 3, 2001

**From:** Indianapolis ARTCC

*Reply to*

*Attn. of:*

**To:** Aircraft Accident File ZDC-ARTCC-212

This transcription covers the Indianapolis ARTCC Impel Sector Radar Coordinator position for the time period from September 11, 2001, 1351 UTC to September 11, 2001, 1359 UTC.

Agencies Making Transmissions

Unknown

Indianapolis ARTCC Impel Sector Radar Position

Abbreviations

UNKN

IMP R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving AAL77:

Arnold E. Miller

Quality Assurance Support Specialist  
Indianapolis ARTCC

1351

1352

1352:42

UNKN

uh what was the uh the reason fer uh havin people land

1353

1353:01

IMP R

okay the aircraft da or any aircraft that are curious about the uh reason fer ah wanting everyone to land there have been terrorist attacks apparently at the world trade center also at ah the pentagon in washington and ah there have been numerous aircraft hijacked

1354

1355

1356

1357

1358

1359

End of Transcript

ZDC-ARTCC-212  
AAL77

**SECTION 10**  
**Personnel Statements**

## PERSONNEL STATEMENT

### FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

**Action:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) WASHINGTON D.C.  
Aircraft Call-Sign(s)

on 9-11-01, 1338 UTC. My name is CARL WILLIAM FINKBEINER (FC).  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control

Center, Leesburg, VA. I was working the ROS position from 1157 UTC to 1302 UTC.

Text of Statement:

AAL77 CHECKED ON CLIMBING TO 170 FROM 1AD APPROACH,  
I CLIMED A/C TO FL270. LATER, I SWITCHED AAL77  
TO SECTOR 03 ON 133.27. NOTHING UNUSUAL HAPPENED  
WHILE A/C WAS ON FREQUENCY. I DO NOT  
RECALL THE EQUIPMENT CONFIGURATION.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Carl W. Finkbeiner  
Signature

10-22-01  
Date

## PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

**Action:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) Washington DC  
Aircraft Call-Sign(s)

on 9/11/01, 1338 UTC. My name is Richard Allen Wallace (LW)  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DS position from 1149 UTC to 1301 UTC.

Text of Statement:

AAL77 checked onto our frequency climbing to 170' on 5134.  
The R-side Controller climbed the aircraft to FL270, made an automated hand off to section 3, and informed the pilot to contact the appropriate frequency.  
I do not recall the equipment configuration at the time.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard A. Wallace  
Signature

10/22/01  
Date

## PERSONNEL STATEMENT

### FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

**Action:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL 77, at (Location) Washington DC  
Aircraft Call-Sign(s)

on SEP 11, 2001, 1338 UTC. My name is GREGORY L. WARCIT (WO)  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DOS position from 1149 UTC to 1301 UTC.

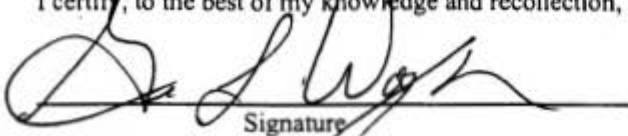
Text of Statement:

*I HAVE NO RECOLLECTION OF ANY UNUSUAL OCCURRENCES DURING THIS PARTICULAR TRAINING SESSION.*

*I RESERVE THE RIGHT TO AMEND THIS STATEMENT SHOULD MORE INFORMATION BECOME AVAILABLE.*

*I DO NOT RECALL THE CONFIGURATION OF THE EQUIPMENT.*

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
Signature

10/22/01  
Date

## PERSONNEL STATEMENT

FEDERAL AVIATION ADMINISTRATION  
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

**Action:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident/accident involving AAL77, at (Location) WASHINGTON DC  
Aircraft Call-Sign(s)

on Sept 11, 2001, 1338 UTC. My name is Gary Lee Shore (YG).  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control

Center, Leesburg, VA. I was working the RO3 position from 1210 UTC to 1333 UTC.

Text of Statement:

I was giving OJT at RO3. AAL73 checked on the frequency. We vectored & climbed AAL73 before clearing the Aircraft on course. Indianapolis center requested AAL77 stopped at FL330. We issued the Amended Altitude and switched the Aircraft to 21D. Nothing unusual occurred in our Airspace. I do not recall the Sector equipment configuration.

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
Signature

10/16/01  
Date

## PERSONNEL STATEMENT

### FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

**Action:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be **printed** and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident (accident) involving AAL 77, at (Location) WASHINGTON DC  
Aircraft Call-Sign(s)

on SEPT 11, 2001, 1338 UTC. My name is MARK STANLEY GUZIK (PG).  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the RO3 position from 1210 UTC to 1333 UTC.

Text of Statement: I WAS RECEIVING OJT RO3. AAL 77 CHECKED IN CLIMBING TO FL270. AAL 77 WAS CLIMBED TO FL290, AAL 77 WAS TURNED 20° RIGHT FOR FURTHER CLIMB. AAL 77 WAS THEN CLEARED DIRECT HNN AND CLIMBED TO FL390. AAL 77 REQUESTED FL350 FOR HIS FINAL. AAL 77 WAS ISSUED FL350. ZID REQUESTED AAL 77 AT FL330 FOR TRAFFIC. AAL 77 WAS ASSIGNED FL330 FOR TRAFFIC. AAL 77 TOLD TO CONTACT ZID ON 120.27. I DO NOT RECALL THE EQUIPMENT CONFIGURATION AT THE TIME.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Mark S. Guzik  
Signature

10-16-2001  
Date



ZDC-ARTCC-212  
AAL77

## PERSONNEL STATEMENT

### FEDERAL AVIATION ADMINISTRATION WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER

Action: Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statement

**Background:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**Instructions:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident accident involving AAL77, at (Location) Washington DC  
Aircraft Call-Sign(s)  
on 9/11/01, 1338 UTC. My name is Tina Visnich Crouse (TV).  
Date Time (Print Full Name) Initials

I am employed as an ☒ ATCS ☐ SATCS by the FAA at the Washington Air Route Traffic Control Center, Leesburg, VA. I was working the DØ3 position from 1210 UTC to 1304 UTC.

Text of Statement:

I was working DØ3 for the above time while it was very busy. I did most of the coordination for RØ3 during this busy time. At 1239 UTC HNN High yelled on the 90 Line to stop <sup>Ø AAL</sup> ~~AAL~~ 77 at FL 330. I answered the 90 Line to stop AAL77 at FL 330 and then advised RØ3 to ammend AAL77's climb. RØ3 then issued AAL77 FL 330. After AAL77 read back FL 330, I then coordinated with Indy Center who wanted to talk to AAL77 since he was stopped at 30B altitude with HNN having the handoff. Indy said HNN. AAL77 was then switched frequency to Indy's HNN sector. I do not recall the equipment configuration while I was on the D-side.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Tina V. Crouse  
Signature

12/10/01  
Date

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

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This statement concerns the accident involving AAL 77 at PENTAGON BLDG WASHINGTON D. C.  
(aircraft ID) (location, city, state)

on 9-11-2001 at 1338 UTC. My name is RUDOLPH W. GAYDE (G)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLLER by the FAA at the INDPLS ARTCC  
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1133 UTC, 9-11-2001 to  
(sector/position name) (hour) (month/day) (year)

1243 UTC, 9-11-2001  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I WAS WORKING THE HENDERSON RADAR POSITION ON THE MORNING OF SEPT. 11, 2001. A HANDOFF AAL 77 WAS MADE TO ME BY ZDC ARTCC. THE BLOCK SHOWED AAL 77 CLIMBING TO FL 350. SINCE I HAD TRAFFIC AT FL 350, I ASKED ZDC CENTER TO STAY AAL 77 @ FL 330 WHICH THEY DID. AAL 77 CALLED FREQUENCY, AND I ASKED HIM TO CHANGE HIS TRANSMISSION.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Rudolph W. Gayde  
(signature)

1/28/02  
(date)

OVER

WHICH HE DID. ● SHORTLY AFTER THE ● EXCHANGE WITH  
AAL 77, I WAS RELIEVED BY ANOTHER CONTROLLER.  
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF  
THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE  
ACCIDENT.

Donald M. Gayle  
1/28/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL77 at PENTAGON BUILDING, WASHINGTON  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is ANTHONY JOSEPH SCHIFANO (AP)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the HENDERSON RADAR ASSOC position from 1158 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1337 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I WAS WORKING THE HENDERSON RADAR ASSOCIATE POSITION WHEN  
RADAR CONTACT AND RADIO COMMUNICATIONS WERE LOST WITH  
AAL77. AAL77 WAS CLEARED DIRECT FALMOUTH AND SHORTLY  
AFTER STARTED A TURN TOWARDS FALMOUTH. I OBSERVED THE  
AIRCRAFT STARTING A SOUTHWESTERLY HEADING AND THE AIRCRAFT  
WENT INTO COAST TRACK. THE RADAR CONTROLLER THEN ATTEMPTED  
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Anthony J Schifano  
(signature)

1/29/02  
(date)

TO CONTACT AAL77 AND NO RESPONSE WAS GIVEN. WE THEN  
TURNED ON THE PRIMARY RADAR AND I DID NOT OBSERVE  
A TARGET HEADING IN ANY DIRECTION NEAR THE LAST KNOWN POSITION  
OF AAL77. I THEN MADE A CALL TO AMERICAN DISPATCH  
TO SEE IF THEY COULD CONTACT AAL77 AND HAVE HIM CONTACT  
US. NO RESPONSE WAS RECEIVED FROM AAL77 AND I THEN  
CONTACTED AMERICAN DISPATCH FOR THE SECOND TIME TO SEE  
IF THEY HAD CONTACTED AAL77. THE DISPATCHER GAVE A NEGATIVE  
RESPONSE AND I HAD ADVISED HIM THAT RADAR CONTACT AND  
RADIO COMMUNICATIONS HAD BEEN LOST WITH AAL77. ~~THEY~~<sup>AP</sup> I  
THEN CALLED THE DACOS SECTOR AND THEY ADVISED THAT THEY  
WOULD TREAT AAL77 AS NONRADAR AND BLOCK ON THE LAST  
KNOWN ROUTE OF FLIGHT. UPON THE THIRD CALL TO AMERICAN  
DISPATCH, THE DISPATCHER HAD ADVISED OF AN AAL11 THAT HAD  
BEEN HIJACKED AND HAD THEN ADVISED ME OF THE TRADE CENTER  
ACCIDENTS. I FORWARDED THIS INFORMATION TO THE RADAR  
CONTROLLER, MY IMMEDIATE SUPERVISOR, FACILITY MANAGEMENT WHO  
WERE ~~PRESENT~~<sup>AP</sup> PRESENT AT THE TIME, AND ALSO NOTIFIED THE DACOS  
SECTOR OF THE SITUATION. ON MY FOURTH CALL TO AMERICAN  
DISPATCH, THE DISPATCHER HAD ADVISED THAT ALL INFORMATION  
HE KNEW HAD BEEN RELAYED TO INDIANAPOLIS CENTER, AND  
ADVISED THAT THEY STILL HAVEN'T CONTACTED AAL77.  
I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF  
THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF  
THE ACCIDENT. END OF STATEMENT

 1/29/02

5/6/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON,  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is CHARLES ANDREW THOMAS CO  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the HENDERSON RADAR position from 1243 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1328 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I ASSUMED THE HENDERSON RADAR POSITION FROM RUDY EAYDE WITH AMERICAN 77 AT FLIGHT LEVEL  
330 ON J34 EAST OF HENDERSON VOR. I THEN CLIMBED AMERICAN 77 FLIGHT LEVEL 350. AMERICAN 77  
WAS LATER GIVEN A TEN DEGREE RIGHT TURN AND COMPLIED. A FEW MINUTES LATER, AMERICAN 77 WAS  
CLEARED DIRECT FALMOUTH VOR AND COMPLIED. AFTER COMPLETING AN AUTOMATED HAND-OFF TO  
SECTOR 43, AMERICAN 77 APPEARED TO TURN TOWARDS THE SOUTHWEST. I ATTEMPTED TO CONTACT  
AMERICAN 77, BUT WAS UNSUCCESSFUL. AMERICAN 77 THEN WENT INTO COAST TRACK AND RADAR

I certify, to the best of my knowledge and recollection, the above statement is correct.

Charles Andrew Thomas  
(signature)

1/29/02  
(date)

CONTACT WAS LOST. ATTEMPTS TO LOCATE THE AIRCRAFT USING PRIMARY RADAR WERE ALSO UNSUCCESSFUL. SEVERAL MORE ATTEMPTS WERE MADE TO CONTACT AMERICAN 77 USING MAIN AND BACK-UP FREQUENCIES, BUT THESE ATTEMPTS WERE ALSO UNSUCCESSFUL. I CONTACTED SECTOR 93 AND NOTIFIED THEM OF THE SITUATION AND THAT AN ATTEMPT TO REACH AMERICAN 77 THROUGH AIS CRYSTAL HAD BEEN MADE. I DON'T REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

CL CZE

1/29/02



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5-6-2002

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON, DC  
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is RICHARD LEWIS BYARD (W2)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the CONTROLLER-IN-CHARGE/APP 3 RD 5-12-02 position from 1200 UTC, 09/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1334 UTC, 09/11, 2001  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

AT APPROXIMATELY 1255Z THE RADAR CONTROLLER AT THE HANOVER SUPER  
HIGH SECTOR ADVISED THAT HE WAS UNSURE AS TO WHAT AAL 77 WAS DOING.  
THE TRACK OF THE TARGET HAD INDICATED A LEFT TURN TO THE SOUTHWEST.  
AS I LOOKED AT THE DATA BLOCK FOR AAL 77, I NOTICED IT WAS IN  
CONST TRACK. I INSTRUCTED THE RADAR CONTROLLER TO DISPLAY HIS  
PRIMARY RADAR TARGETS WHICH HE DID. <sup>ETC</sup> WE BEGAN SEARCHING

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
(signature)

1-28-2002  
(date)

FOR A TARGET THAT WOULD CORRESPOND WITH AAL77'S LAST KNOWN POSITION. I ALSO INSTRUCTED THE "D" SIDE TO CALL AMERICAN AIRLINES TO HAVE THEM ATTEMPT TO CONTACT FLIGHT 77. WITHIN ONE TO TWO MINUTES THIS WAS ACCOMPLISHED. I ALSO CALLED THE SUPERVISOR IN AREA 6 ACROSS THE FUSELAGE FROM MY AREA, FOR ASSISTANCE. I RECEIVED A PHONE CALL FROM THE AREA 7 SUPERVISOR INDICATING HE WAS CONCERNED ABOUT A LOSS OF RADAR CONTACT WITH AAL 77, AND I ADVISED HIM THAT I WAS AWARE OF THE SITUATION AND WAS TAKING STEPS TO ESTABLISH CONTACT WITH AND REESTABLISH RADAR CONTACT WITH THE AIRCRAFT. I WAS ALSO CONCERNED THAT AAL 77 WAS FALLING THROUGH NOT ONLY OUR AIRSPACE, BUT APPROACH CONTROL AIRSPACE. I TOLD THE AREA 6 SUPERVISOR TO ADVISE HUNTINGTON APPROACH CONTROL TO LOOK FOR A PRIMARY TARGET PASSING THROUGH THEIR WESTERN AIRSPACE. I THEN INSTRUCTED ANOTHER SUPERVISOR IN 7 TO ADVISE LEXINGTON APPROACH CONTROL TO BE ON THE LOOKOUT FOR AN AIRCRAFT DESCENDING THROUGH THEIR AIRSPACE. I DIRECTED THE HNW "D" SIDE TO CALL AMERICAN AIRLINES BACK TO SEE WHAT THEY HAD FOUND, AND WAS TOLD WITHIN TWO MINUTES THAT AMERICAN AIRLINES HAD NOT HAD CONTACT WITH FLIGHT 77. I INSTRUCTED ANOTHER CONTROLLER TO Plug IN TO TRACK FOR HENDERSON SECTOR.

THE DSIC RETURNED TO THE AREA. I ASSISTED HER WITH HER DUTIES UNTIL I WAS RELIEVED.

I DO NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

Paul L. Burt

1-28-02

A mended E) 5/1/02  
PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL77 at Pentagon Building  
(aircraft ID) (location, city, state) Washington DC (E) 5/1  
on 9/11, 01 at 1338 UTC. My name is Joseph Richard Eisert (E)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)  
I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)  
I was working the Decca Radar position from 1255 UTC, 9/11, 01 to  
(sector/position name) (hour) (month/day) (year)  
1407 UTC, 9/11, 01  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I took handoff from 21095 on AAL77.  
It went to or was in coast track.  
21095 called and said AAL77 had disappeared  
off the scope I called 4 times  
in blind for AAL77. I pushed primary  
and couldn't find him I blocked airspace

I certify, to the best of my knowledge and recollection, the above statement is correct.

Joseph Richard Eisert  
(signature)

1/28/02  
(date)

to the west and turned 1480cc and  
perhaps ANOTHER AWAY FROM AAL77's  
ROUTE. I do not remember what  
settings of the operational equipment  
were at the time of the accident.

Joseph Richard Esent

1/28/02

ZDC-ARTCC-212  
AAL77

Amended ID 5-3-02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL 77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is THERESA JOAN ADAMS ID  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the DACOS RA position from 1239 UTC, 09/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1411 UTC, 09/11, 2001  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I did not observe the radar controller take handoff on AAL77 from previous sector. When previous sector called to say they did not know what happened to AAL77 after they observed the aircraft take a turn to the south, I saw AAL77 in coast track. I notified the supervisor of the situation. I do not remember what the various settings of the operational equipment were at the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

[Signature]  
(signature)

1-28-02  
(date)

Amended

5/06/02 (UA)

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

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This statement concerns the accident involving AAL 77 at Washington DC  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is JEFFREY W PHILLIPS (UA)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)

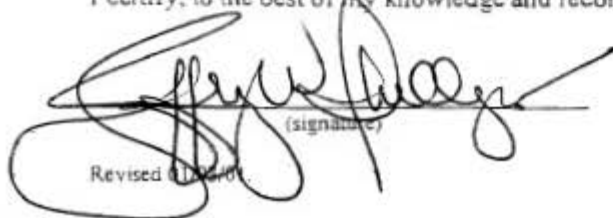
I was working the Batesville Radar position from 1246 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1403 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

AFTER being informed of the situation with AAL77, I began to STERILIZE THE altitude of FL350. I descended AAL683 to FL330. I also ask for AAL683 ASSISTANCE in trying to contact AAL77 through company, 121.5 and visually. I do not remember what the various settings of the operational equipment were at the time of the accident

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
(signature)

2/4/02  
(date)



ZDC-ARTCC-212

AAL77

~~FAA~~ <sup>FAA</sup> QC

AMENDED ~~FAA~~ QC

5/3/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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This statement concerns the accident involving AAL77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is PATRICIA ANN ALLISON (QC)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the DATESVILLE RADAR <sup>ASSOCIATE</sup> position from 1239 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1356 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I WAS ADVISED BY A TEAM MEMBER THAT AAL77 HAD BEEN  
IN COAST TRACK AND WE HAD LOST RADAR AND RADIO  
CONTACT. I CALLED THE NEXT SECTOR IMPEL, AND  
ADVISED THEM. I ALSO GAVE AN ESTIMATE FOR CBEES  
INTERSECTION. I CALLED THEM ONCE AGAIN TO ADVISE  
THEM OF THE SUDDI INTERSECTION ESTIMATE. I DO NOT  
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL  
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT  
I certify, to the best of my knowledge and recollection, the above statement is correct.

Patricia Allison  
(signature)

28 Jan 02  
(date)



*Amended PM 5/02/02*  
PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

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This statement concerns the accident involving AAL77 at Washington, D.C.  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is Randy E. KATH (PM)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

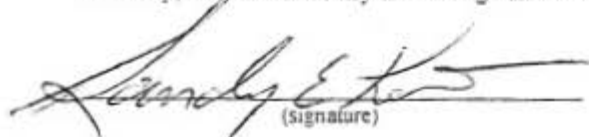
I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)

I was working the Impel Radar (Imp) position from 1252 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1343 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

While working the Impel sector, I was notified by the Batesville sector that they had lost RADAR contact & communications with AAL77. I received an estimated time that AAL77 was expected at the Juddi fix. I formulated a time for AAL77 to be at the Carol fix and passed the information to the Kansas City Rock sector. I do not remember what the various settings of the operational equipment were at the time of the accident  
I certify, to the best of my knowledge and recollection, the above statement is correct.

  
(signature)

1/28/02  
(date)

ZDC-ARTCC-212  
AAL77

Amended RX 5/1/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

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**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the IMPEL RADAR position from 1343 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

VERY SHORTLY AFTER ASSUMING THE POSITION I WAS GIVEN  
DIRECTION FROM MY SUPERVISOR TO HAVE ALL AIRCRAFT LAND AT  
THE CLOSEST AVAILABLE AIRPORT. PILOT WERE CURIOUS AS TO  
WHY THEY NEEDED TO LAND AND I ADVISED THEM AS TO WHAT  
I KNEW THE SITUATION TO BE AT THAT TIME. I DO NOT  
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL  
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman  
(signature)

1-30-02  
(date)

*Amended PM 5/2/02*  
PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington, DC  
(aircraft ID) (location, city, state)  
on 9/11, 2001 at 1338 UTC. My name is Randy E. Rath (P/M)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Air Traffic Control Specialist by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)

I was working the Impel Radar Controller position from 1350 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1420 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I assumed the position of Tracker at the Impel sector  
I monitored the operation of the sector and assisted as  
needed. I did not sign or out of the position  
due to workload : expediency. I do not remember what  
the various settings of the operational equipment were at  
the time of the accident.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Randy E Rath  
(signature)

1-28-02  
(date)

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is RICHARD E. BEAMAN (RX)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROLS SPECIALIST by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1320 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1341 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I RETURNED TO THE AREA AFTER A BREAK AND WAS ASSIGNED  
THE IMPEL RADAR ASSOCIATE POSITION. THE SECTOR WAS MODERATELY  
BUSY AND I INADVERTENTLY FORGOT TO SIGN IN. DUE TO THIS  
THE TIME ABOVE IS APPROXIMATE. AT 1340 I WAS RELIEVED AND  
DURING THE BRIEFING I BRIEFED THE INCOMING CONTROLLER REGARDING  
WHAT I KNEW ABOUT AAL77. AT THAT TIME I MOVED OVER TO  
(OVER)

I certify, to the best of my knowledge and recollection, the above statement is correct.

Richard E. Beaman  
(signature)

1-30-02  
(date)

RELIEVE THE IMPEL RADAR CONTROLLER. I DO NOT  
REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL  
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

*Rich E. Ben*

1-30-02

ZDC-ARTCC-212

AAL77

AMENDED VAB MAY 02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

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This statement concerns the accident involving AAL77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 9/11, 2001 at 1338 UTC. My name is SEAN MICHAEL RICHARD CLEMENTS (VP)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an AIR TRAFFIC CONTROL SPECIALIST by the FAA at the INDIANAPOLIS ARTCC.  
(official title) (facility where employed)

I was working the IMPEL RADAR ASSOCIATE position from 1342 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

1533 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I WAS BRIEFED IN THE POSITION RELIEF BRIEFING THAT WE WERE  
BLOCKING FL350 ON J134 FOR AAL77. AT 1533Z I SIGNED OFF  
THE POSITION BECAUSE THERE WERE NO AIRPLANES IN THE SECTOR. I DO  
NOT REMEMBER WHAT THE VARIOUS SETTINGS OF THE OPERATIONAL  
EQUIPMENT WERE AT THE TIME OF THE ACCIDENT

I certify, to the best of my knowledge and recollection, the above statement is correct.

Sean MR Clements  
(signature)

29 JAN 02  
(date)

Amendment #2  
JUL 5/7/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Washington DC  
(aircraft ID) (location, city, state)  
on 9/11, 2001 at 1338 UTC. My name is John A. Thomas (TO)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)  
I am employed as an Operations Manager by the FAA at the Indy ARTCC  
(official title) (facility where employed)  
I was working the OMIC position from 1031 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1817 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

Between 1255-1300z I was informed by an employee that an explosion had been reported at the World Trade Center. The CNN picture looked as if an aircraft might have struck the building, so at approximately 1300z I walked over to phone the Air Traffic Manager of the event. I was interrupted by an operational supervisor who

certify, to the best of my knowledge and recollection, the above statement is correct.

John A. Thomas  
(signature)

5/7/02  
(date)



advised me that ZID-95 (HNN) had been working AAL77 at FL350 but had lost both radar contact and voice communications with the aircraft.

During that conversation, I heard a shout from across the aisle from people were monitoring CNN on an event monitor. They had observed an aircraft crash into the second WTC tower. At about 1303Z I called the operational supervisor from Area 3 to get details of the time radar contact was lost and last observed position of AAL77. I advised the supervisor to make appropriate calls forward along route of flight to block airspace. Between 1303-1310 I selected the "all primary" button on the radar scope in front of me to see if there were any primary targets in the vicinity or along the flight plan route of AAL77. None were observed.

At approximately 1305Z I paged ZID-505 to request assistance from QA in gathering voice recording and NTAP data.

At approximately 1305Z I asked a traffic management coordinator to call the ATCSCC and advise that we were missing an aircraft. I forwarded my concern that in light of unfolding events in New York, AAL77 could be a hijacked aircraft.

At about 1310Z I called the ARTCC to advise that ZID had lost Radar contact and voice communications with AAL77. I advised the RCC that American Airlines had reported that another aircraft had been hijacked.

Between 1310 & 1315Z I asked TMU personnel to call Air Force Search & Rescue and advise of the missing aircraft.

At approximately 1315 I called the West Virginia State Police to advise of the possibility of a downed aircraft and to ask if any reports of a downed aircraft had been received

for

Between 1320-1325Z I called the ZAU Operations Manager-in-charge to advise him of my growing concern that AAL77 might have been hijacked and that he should be on the lookout. My own thoughts were concerned with the Sears Tower.

About 1340Z I was notified that the Pentagon had been hit.

I do not remember what the various settings of the operational equipment were at the time of the accident. The events described above happened so quickly that I am not certain of the exact times or order of each call.

End of Statement

John A. Thomas

Amended <sup>HP</sup> 5/7/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

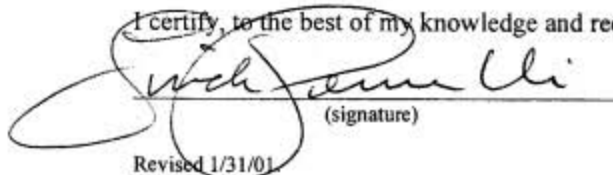
**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building, Washington, DC  
(aircraft ID) (location, city, state)  
on 9/11, 2001 at 1338 UTC. My name is Linda Marie Povinelli (JP).  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)  
I am employed as an Operations Supervisor by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)  
I was working the AREA 3 OSLC position from 1258 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1630 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I was in the Supervisor's Office when I heard a page to call ext. 242.  
I called and talked with John Thomas, Operations Manager, who told me  
that at HNN Radar, we had an aircraft lose radar and frequency  
contact. I returned to Area 3 operations immediately. The CIC (Controller-  
in-charge), Dick Byard briefed me that we had been in communications  
with AAL77 and then lost both radar and radio contact. Sometime shortly  
thereafter 1300Z, I called the Indianapolis Military Operations Specialist

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
(signature)  
Revised 1/31/01

5/7/2002  
(date)

(Kevin Schott). I asked him to call Search and Rescue looking for AAL77  
beacon code 3743, ELT's in vicinity of YRK VOR/ Ashland Boyd airp  
AT 1303Z, I called AAL dispatch (who HNN "D" had already called for frequent  
retrieval) and talked with Jim McDonald, I queried if there had been any  
contact from AAL77's crew reference maintenance or indications of a  
problem. Jim (AAL) checked ACARS for position reporting; there had been no  
reports yet. The next ACARS report was to be at CVG. We exchanged  
names and direct telephone numbers for follow up. Jim (AAL) said they were  
trying AAL77 on their cell call to the aircraft but was getting nothing.  
At 1307Z, I tried calling LEX Apctt to search for extra beacon  
Codes. I was switched to the control tower, put on hold, and  
eventually hung up. Either before 1314Z or right after, I received a  
return call from Jim McDonald (AAL). He stated that another of their  
aircraft had been hijacked and crashed into the World Trade Center.  
He thought AAL77 had also been done as such. I recall stating  
that there had not been sufficient time for that to occur with  
AAL77 and that we were still looking for them. There had been  
numerous coordination with ZID Tnu and the ZID Operations Manager  
for this search. AT 1314Z, I called ZDC to coordinate Routes for Aircraft  
eastbound. I terminated the call when I heard the call sign AAL77 on  
guard frequency. I broadcasted on UHF + VHF guard for AAL77. It was AAL683  
trying to raise AAL77 on frequency communication. At 1316Z, I called ZDC back  
to resume coordination, then I realized I had called the incorrect area. At  
1317Z, I called ZDC, area 3 (Tnn), to coordinate eastbound aircraft. I  
shared that we were trying to track down AAL77 who we lost radar on  
frequency contact west of HNN VOR at FL350. I requested that  
should AAL77 or something come up on AAL77 with ZDC, please let  
us know as we had not confirmed what had happened yet. Intermix  
with all of the above were tasks of staffing for assistance at sectors  
requesting all Area 3 controllers to look for AAL77's beacon, then  
to look for a hijack code, then primary targets. Also coordination  
for clearing all aircraft the the nearest/feasible airports to land.  
Also checking for the HNN Sector Team and then getting staffing relief  
for them from their positions. I do not remember what the various settings of  
the operational equipment were at the time of the incident.

John J. Amelli 5/7/02



AMENDED  
5/2/02 yw

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at WASHINGTON DC  
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is SALLY MAE WEED (yw)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an SUPPORT MGR FOR OPERATIONS by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the SUPPORT MGR/OPERATIONS position from 1130 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

2000 UTC, 9/11, 2001  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

AFTER BEING INFORMED OF THE EVENTS AT NY  
I ASSISTED AT THE E-DESK BY ANSWERING THE  
PHONE, TAKING MESSAGES AND RELAYING  
INFORMATION. NO OPERATIONAL EQUIPMENT WAS  
ASSOCIATED WITH THESE FUNCTIONS.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Sally M Weed  
(signature)

5/02/02  
(date)

AMENDED <sup>SG</sup> 05/01/02

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at PENTAGON BUILDING, WASHINGTON DC.  
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is STEVEN ROBERT HARTING (SG).  
(month/day) (year) (hour) (First, Middle, Last and Operating Initials)

I am employed as an TRAFFIC MANAGEMENT COORDINATOR by the FAA at the INDIANAPOLIS ARTCC  
(official title) (facility where employed)

I was working the TRAFFIC MANAGEMENT UNIT position from 0550 UTC, 09/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

061750 UTC, 09/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

IN THE ABSENCE OF A VOICE RECORDING AND USING A SYNOPSIS OF THE  
AIRFORCE SEARCH AND RESCUE LOG, THIS STATEMENT IS TO THE BEST OF MY RECOLLECTION,  
WHILE PERFORMING MY DUTIES IN THE TRAFFIC MANAGEMENT UNIT I RECEIVED CALLS CONCERNING AAL  
THE CALLS CONCERNED THE TAIL NUMBER AND STATUS OF THE SEARCH FOR AAL 77 BY  
THE KENTUCKY STATE POLICE. SUBSEQUENT CALLS WERE ANSWERED BY THE TRAFFIC  
MANAGEMENT SUPERVISOR AND OPERATIONS MANAGER. I DO NOT REMEMBER WHAT THE  
VARIOUS SETTINGS OF THE OPERATIONAL EQUIPMENT WERE AT THE TIME OF THE ACCIDENT.

I certify, to the best of my knowledge and recollection, the above statement is correct.

  
(signature)

01/29/02  
(date)

Amended 5/3/02 EK

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL 77 at Pentagon Building, Washington DC  
(aircraft ID) (location, city, state)  
on 9/11, 2001 at 1338 UTC. My name is Kevin William Schott EK.  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Traffic Management Coordinator by the FAA at the Indianapolis ARTCC  
(official title) (facility where employed)

I was working the Enroute Spacing position from 1230 UTC, 9/11, 2001 to  
(sector/position name) (hour) (month/day) (year)  
1703 UTC, 9/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

I have been asked for this statement on September 17, almost  
one week after ~~the~~<sup>the EK</sup> incident. I have not been able  
to review any tapes or data related to the incident.  
I have requested any recordings of calls in which  
I may have participated. These may be held by the  
FAA, Air Force, or other agencies. (over)

I certify, to the best of my knowledge and recollection, the above statement is correct.

K.W. Schott  
(signature)

5/3/02  
(date)



On September 1, 2001 my first involvement with AAL 77 was when Area 3 Supervisor Linda Povinelli called to report that they had lost the transponder and communications to AAL 77. she related the last known position was YRK 080010, and ~~she~~<sup>she</sup> requested that I call Air Force Search and Rescue about the incident. From the ESP position (scope 60) I brought up AAL 77's data block and noticed the position symbol was in coast track, so I brought up primary targets and I didn't observe any in the area. I immediately called Air Force Search and Rescue.

I talked to Air Force Search and Rescue about three or four times over the following 45 minutes relaying information as requested and as it became available. I do not remember what the various settings of the operational equipment were at the time of the accident.

End of Statement

K. A. Smith

LT

AMENDED 5/2/02 SS

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER

**ACTION:** Complete in accordance with FAA Order 8020.11B, Paragraph 75, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the accident involving AAL77 at Pentagon Building, Washington DC  
(aircraft ID) (location, city, state)

on 09/11, 2001 at 1338 UTC. My name is STEVEN R. LUTOMSKI (SS)  
(month/day) (year) (hour) (First, Middle, Last and Operating initials)

I am employed as an Supervisor of Traffic Management Coordinators by the FAA at the Indianapolis ARTCC.  
(official title) (facility where employed)

I was working the Supervisor Traffic Mgmt. Unit position from 1340 UTC, 09/11, 2001 to  
(sector/position name) (hour) (month/day) (year)

2100 UTC, 09/11, 2001.  
(hour) (month/day) (year)

**TEXT OF STATEMENT:**

CONVERSATIONS WITH THE AIR FORCE RESCUE COORDINATION CENTER ARE CONDUCTED ON A  
NON-RECORDED LINE. WITHOUT A TAPE FOR REVIEW, SPECIFIC SEQUENTIAL  
EVENTS ARE NOT AVAILABLE FOR RECOLLECTION. HAVING ARRIVED IN THE TRAFFIC  
MANAGEMENT UNIT AT APPROXIMATELY 1320Z, I WAS OBSERVING THE OPERATION  
FOR FAMILIARIZATION OF THE CIRCUMSTANCES SURROUNDING THE EVENTS OF  
THAT MORNING. WHILE ASSISTING THE UNIT WITH VARIOUS TASKS AS NEEDED,  
I HAD NUMEROUS CONVERSATIONS WITH THE AIR FORCE RESCUE

I certify, to the best of my knowledge and recollection, the above statement is correct. (OVER.)

Steven R. Lutowski  
(signature)

5/2/02  
(date)

COORDINATION CENTER REGARDING AAL77 BETWEEN THE HOURS of 1335-1535Z.  
THESE CONVERSATIONS REGARDING AAL77 SURROUNDED REQUESTS for  
CONFIRMATION of a CRASH in the VICINITY of ASHLAND, KY. I WAS  
UNABLE TO CONFIRM OR DENY THE REQUEST. ULTIMATELY, MY LAST  
CONVERSATION WITH THE AIR FORCE WAS A REQUEST by THEM TO ME TO HAVE AN  
ALNOT ISSUED, WHICH I COMPLETED.

THERE IS NO OPERATIONAL EQUIPMENT ASSOCIATED WITH THE PERFORMING  
of THESE FUNCTIONS / DUTIES.

Stephen R. Luttrell 5/2/02

ZDC-ARTCC-212  
AAL77

**SECTION 11**  
**Weather Products**

UNEDITED SURFACE WEATHER OBSERVATIONS (METAR/SPEC)						LATITUDE 38°52' N	LONGITUDE 77° 2' W	STATION ELEVATION FT. (MSL) 10	TIME CONVERSION TO UTC +5	DAY 11	MONTH 09	YEAR 2001	SID DCA	STATION (CITY, STATE) WASHINGTON DC, DC
TYPE M/S	TIME (LST)	WIND			VISIBILITY		PRESENT WEATHER	SKY CONDITION	TEMP °	DEW POINT °	ALTI- METER INS.	REMARKS AND SUPPLEMENTAL CODED DATA		
		DIR TRUE	SPD KTS	GUST KTS	VARIABILITY TRUE	SURFACE STATUTE MILES							RUNWAY VISUAL RANGE (FEET)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
M	0051	330	8			10			CLR	21	17	A3015	SLP207 T02060167 10233 20200 58003	
M	0151	340	7			10			CLR	19	17	A3014	SLP207 T01890167	
M	0251	330	7			10			CLR	19	16	A3015	SLP208 T01890161	
M	0351	340	7			10			CLR	18	16	A3015	SLP209 T01780156 53001	
M	0451	330	10			10			CLR	18	15	A3016	SLP213 T01830150	
M	0551	340	7			10			FEW200	18	14	A3018	SLP219 T01780144	
M	0651	330	8			10			FEW230	19	14	A3020	SLP226 70014 T01940144 10206 20178 53017	
M	0751	350	5			10			CLR	21	14	A3021	SLP230 T02110144	
S	0840	330	10			10			CLR	23	14	A3022	(ACFT MISHAP) FIBI (RS)	
S	0841	330	10			10			CLR	23	14	A3022		
M	0851	340	9			10			CLR	23	14	A3023	SLP235 T02330144	
M	0951	320	8			4		HZ	CLR	24	14	A3022	SLP233 T02440144 50007	
M	1051	330	9	15		7			CLR	26	14	A3021	SLP229 T02560139	
M	1151	360	6			10			CLR	27	12	A3019	SLP222 T02670122	
M	1251	330	6			10			SCT055	27	13	A3017	SLP217 T02670128 10272 20194 58016	
M	1351	300	10	14	270V350	10			SCT060	28	13	A3015	SLP209 T02780133	
M	1451	VRB	3			10			FEW060	27	13	A3013	SLP204 T02720133	
M	1551	320	6			10			FEW060	28	13	A3012	SLP199 T02780133 56018	
M	1651	330	10			10			FEW060	28	12	A3012	SLP199 T02780122	
M	1751	300	7			10			CLR	27	13	A3012	SLP200 T02670128	
M	1851	280	4			10			CLR	26	13	A3013	SLP202 T02560128 10283 20256 53003	
M	1951	290	3			10			CLR	24	13	A3014	SLP207 T02440133	
M	2051	350	5			10		FU	FEW001	22	17	A3016	SLP212 FU NW - E AND OHD T02170167	
M	2151	030	7			10			CLR	22	16	A3018	SLP218 T02170161 52016	
M	2251	030	6			10			CLR	20	16	A3018	SLP219 T02000161	
M	2351	050	3			10			CLR	21	17	A3018	SLP220 T02060167 402830176	
													*** End of Day ***	

I hereby certify that this is a true copy of the weather for 09/11/01 as received by the National Climatic Center. *Alan Kuter*

201-APRIL-20  
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